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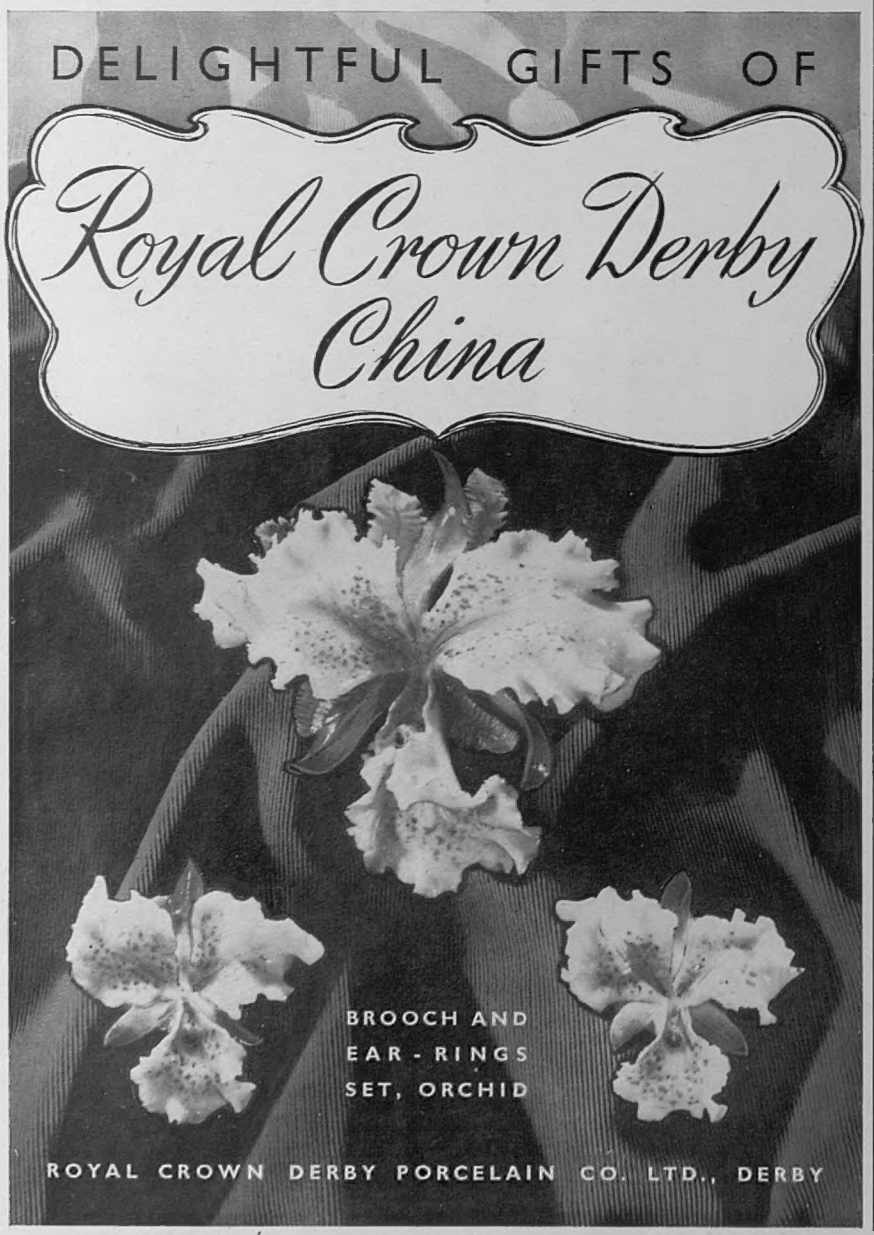

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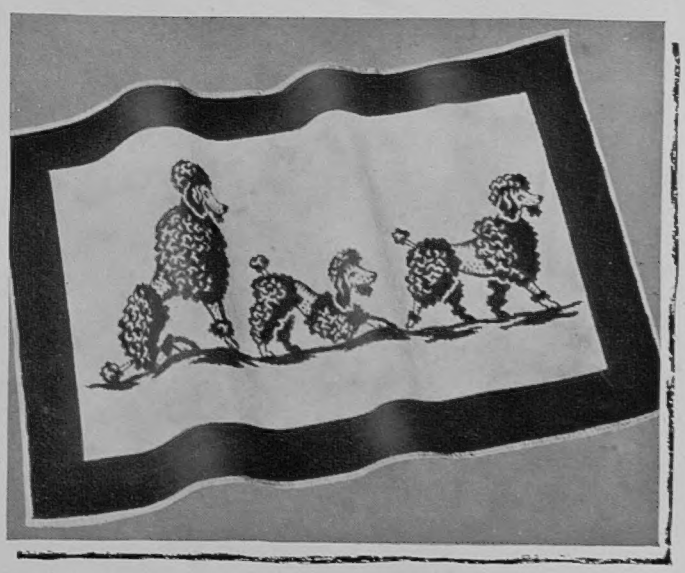

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Volume CCXXVIII No. 2970

The SPHERE, London, March 2, 1957

The SPHERE

with which is incorporated THE GRAPHIC

A ROYAL OCCASION IN PORTUGAL—THE SPLENDID SCENE IN LISBON'S SÃO CARLOS OPERA HOUSE DURING THE FOUR-DAY STATE VISIT : The audience turn and face the elegantly-draped Royal box where the Queen and Prince Philip, Duke of Edinburgh, are accompanied by the President and Madame Craveiro Lopes at the gala performance during the visit to the Portuguese capital. Throughout their stay the Queen and the Prince were given an enthusiastic reception on all occasions.

The visit by the Queen and Prince Philip to the gala performance at the São Carlos Opera House in Lisbon, came at the end of their second day in the Portuguese capital, after a private dinner-party given by the British Ambassador. They were accompanied in the Royal box at the Opera House by the President and his wife, and the programme was composed of a performance by the Portuguese ballet as well as Haydn's short opera, *The Apothecary*. Earlier in the day the Royal visitors had received another great welcome when they stood on the balcony of the Town Hall and waved to the thousands of people massed in front of the building. At a luncheon which followed, the Lord Mayor commented on the occasion as being one of the greatest, highest and most resplendent moments in the secular history of the Town Hall. Two days later the Queen and the Duke left Lisbon by air and made a call at Oporto, where they delighted the vast crowds by riding in an open charabanc. On their return to London it was announced that the Duke had been created a Prince of the United Kingdom. Other pictures from Portugal are on pages 334 to 337.

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The SPHERE with which is incorporated THE GRAPHIC

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FROM "THE SPHERE" OF 50 YEARS AGO

WHEN A DUTCH PRINCE WENT TO THE RESCUE OF A SINKING SHIP: Prince Henry of Holland, the Consort of Queen Wilhelmina, is on board the pilot boat, *Helvoetsluis*, which went out to take off eleven persons stranded on the wreck of the Great Eastern Company's steamer *Berlin*. The steamer was wrecked during a storm on the breakwater off the Hook in 1907, and 128 people lost their lives. Of the fifteen people who were rescued, some were stranded on the vessel for 30 hours. Prince Henry was acclaimed in Holland for the part he played in the rescue operation. He also received the G.C.B. from King Edward.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195-198, STRAND, W.C.2.

Courage.—There are distinct signs that the new Government intends to proceed with measures which it deems best for our tottering economy and domestic welfare without fear of the consequences—and the consequences may include the loss of the floating votes and be seen quite soon in by-election results, though perhaps not often as drastically as at North Lewisham. This cashing of Mr. Macmillan's pledge of courage is encouraging, if there is time for the end to justify the means. The European Free Market, the announced cuts in civil expenditure in Health and Welfare services, the Rent Bill, all these are items of policy which agitators and Opposition can turn to their advantage and to votes. *The Times* was optimistic. It considered that the Opposition would find it hard to convince the public that anything very dreadful is happening in the campaign against inflation. I am not so sure of that. Time is short. With average luck the Government can live out its life with a working majority. But two years is a short enough term within which to prove that the end justified the means. Two years is about all the time the Government has to prepare for a General Election which, if Conservatism is to continue its mandate, must enable it to demonstrate from its platforms that it has "done the trick," repaired the ravages of Suez, tied up the loose ends of its original promises and put us all right back on the map as an influential world power, a creditor nation, with expanding overseas markets, a prosperous and harmonious industry, a nation no longer divided, a bright jewel in a brighter world-setting. It's a hell of a lot to achieve in two years, and my fear is that nothing less will do for a nation, so long harassed by set-backs, so long disillusioned by hopes deferred, so long obsessed by the dreary struggle to keep its head above water, that it can see no further than its own backyard, reckon more broadly than with the coins in its pocket, and inclined to think that any change must be a change for the better. But courage is the greatest virtue.

Even-handed Justice.—A V.I.P. cross-section of public opinion last week stated the obvious in a letter to *The Times*. They included an Admiral of the Fleet, a bishop, a dean, two peers and Gilbert Murray. It would interest me to know by what means the signatories came together to discuss and to draft their letter. They came to the conclusion that as long as Colonel Nasser is treated as the innocent victim of "aggression" and is regarded as the effective dictator of Egypt and of the United Nations, the hopes for a United Nations as the dispenser of even-handed justice will not be fulfilled. With this interesting discovery I agree. It might have been made earlier. Indeed, the pundits might have probed deeper. As long as the U.N. or any other judicial or semi-judicial body, which should rely on evidence developed in its hearing for its verdicts, comes to court with its verdict assured before the evidence is even heard, such a court will fail as "a dispenser of even-handed justice." A bench or jury which is not interested in the issue before it but is blindly prejudiced in favour of one of the parties and blindly determined to do-down the other party, whatever the issue and whatever the evidence, cannot "dispense even-handed justice." The bloc vote often determines the verdict before the jury is in the box, and the voting can be mathematically and correctly calculated before the proceedings begin; and not only on Middle Eastern issues. The U.N. is to-day, and has long been, a ragged umbrella under which to shelter, and it is small wonder that some nations prefer to face the storm outside it.

The Turn of the Tide.—I suppose books are more difficult to sell than they were. Modern methods of pre-publicity for expensive and important new books certainly leave no stone unturned or avenue explored to gain public interest, and Bryant's *Turn of the Tide* is an outstanding example of salesmanship. Every device was harnessed to the task. The book is being serialised in extracts in a Sunday paper, the bookselling interests launched it with speeches and applause in the presence of every V.I.P. who could be collected. The B.B.C. gave it a session at its most important broadcasting time and a symposium of views has developed in the Press. It remains to be read; and sometimes it happens that serialisation before publication, with widespread appreciations of a new book's thrills and quality, may reduce the number of potential readers; those, perhaps, who wish to be "up to date in current literature" sometimes think they already know enough of a new book to be able to discuss it, and therefore keep their 30s. in their pockets. I am old-fashioned enough still to believe that posterity decides whether a book is a classic—which is not the same thing as a "best-seller"; I hold that good wine still needs no bush and (like good wine) a book on a controversial subject is better kept in store and not served out too fresh. An announced primary object of Sir Arthur Bryant's book on the Alanbrooke diaries is to prevent the great contribution of the diarist to the winning of the war of 1939-45 being forgotten in the spate of war memoirs. But the reputations of public men do not usually depend on contemporary puffs or publicity. Like good wine and good books, they must await the judgment of posterity. The historians of the future select the Pitts and the Wellingtons. And if these things are true, the time which should elapse before publication of controversial and confidential matters deserves very anxious consideration. That Alanbrooke kept a diary is of vital importance to History. The whole bulk of his diaries unexpurgated will be of first-rate importance to future historians and deserve to be preserved in the vaults of the Bank of England, until the time is ripe for cool judgment and appraisal of those tremendous events. It is open to argument whether the publicity and the publication so soon after the events of these extracts from the wonderfully interesting and important daily jottings by an overworked war leader achieve the announced purpose of rescuing him from being underrated. They might not unfairly lay a great soldier open to the charge of boosting his own reputation at the expense of some of those with whom he worked.

NEW FIGUREHEAD FOR THE "CUTTY SARK"

THE SCULPTOR AT WORK: Mr. Arthur Levison works on the new figurehead for the clipper *Cutty Sark* at an improvised studio in Farnham, Surrey. On the left is the original figurehead which is serving as his model. The figure is being carved from a block of laminated white pine, a gift from the Canadian Government and Canadian lumbermen. The block is 7 ft. 6 ins. high and was brought to London on board the liner *Ivernia*. It will be three months before the work is completed.

Snark or Boojum?—Students of Kremlin politics were not unanimous in judging the causes of the displacement of Mr. Shepilov after eight months as Foreign Minister. He had only just delivered a major declaration of policy—the six-point declaration designed to establish peace in the Middle East in co-operation with the Western Big Three—when he was replaced by Mr. Gromyko. Mr. Shepilov is called a Khrushchev man, which is to say a de-Stalinist. Mr. Gromyko is a Molotov man, which implies a hankering after a return to toughness with the West. Anyway, "in the midst of the words he was meaning to say," Mr. Shepilov softly and silently vanished away. Snark or Boojum? Who can say. Stalin or no-Stalin, the Kremlin's attitude to the West has been pretty consistently tough since 1945 and before, and it don't seem to matter much who acts as the Kremlin's voice in foreign politics. Gromyko has a good diplomatic record and is a professional. In the United Nations his vetoes have passed the quarter-century mark. Small wonder that his promotion has been rapid. His appointment should delight all professional diplomats in all the Chancelleries of Europe who are jealous of amateur diplomats. But whether in the Kremlin hierarchy the shuffle is more welcome to Molotov or to Malenkov, or to this or that pair of jostling rivals, it is not easy for our students to decide. To you and me, the Kremlin policy by any other name would smell as sweet, and it's not our business to criticise their Cabinet shuffles as we criticise our own.

There have been many such shuffles of the Kremlin pack since 1945, and none of them has made our relations with Russia one penny the better for three months on end.

I'd Rather Break Stones.—All that of late I have heard and read of life at Briggs Motor Bodies does not amount to a full or fair picture, but it easily convinces me that whether I were employed there in management or as a skilled worker, or unskilled worker, I would rather break stones at the roadside for a bare living. At least, one could sometimes hear a lark singing overhead and enjoy some sunshine on occasions. But to go to work month after month in an atmosphere of mistrust and antagonism, to carry out day after day mechanical jobs, or jobs which, if inherently interesting, must always make that interest subservient to the rate for the job, to work forever in an atmosphere poisoned by suspicion, grievances and hatred, or, if one sincerely wishes security to work and rise, to be compelled to down tools at the whim of others, to lose pay and occupation for grievances one has not subscribed to ; that must be a nightmare existence for all concerned from top to bottom. I would rather break stones. Even the self-employed man owns a master somewhere, if it's only his conscience. Work without discipline and loyalty to the pledged word is hell; and civilisation is nothing less than universal respect for law and order and accepted standards of conduct among nations, to be impartially observed and, when rejected, to be impartially enforced. And that is as true in the Middle East as at Dagenham, and calls for the attention of the U.N., the U.S., the T.U.C., the A.E.U., and all the other U's which initially describe the organisations set up at various times to keep mankind from chaos and a free-for-all fight for bare existence. Work without discipline is a contradiction in terms. And, all their active lives, most men must spend the best hours of each day at work. Life is short. Who can be willing, if he call himself sane, to poison a third of it ?

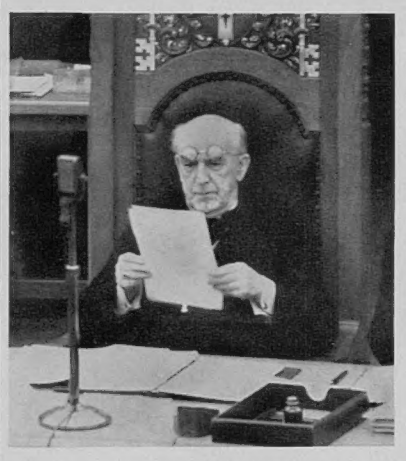
West Sussex for Sale.—Writing not long ago about the treasures of Petworth, and their transfer to the Treasury in lieu of Estate Duty paid in cash, I expressed my foreboding that the land would have to be sold, too; and thus a solid and continuous influence, built up by centuries of experience in the right evolution of country life, would be withdrawn at a vital time. And so it proves. That portion of the lands owned by the 3rd Earl of Egremont, which passed to his heirs and formed the Leconfield estates, lay for the most part in West Sussex and in Cumberland. Lord Egremont owned lands in Hampshire and Somerset which did not pass to his sons. It has now been announced that Mr. John Wyndham is compelled to sell 27,000 acres. More than half of this total is comprised in the announced sales in Cumberland. Accordingly on West Sussex will fall a minor part of the sacrifice. An outlying fringe of 7,000 acres, chiefly farmland, near Pulborough and Sutton, with a smaller isolated parcel near Rogate, are up for sale. Unless these acres fall into very safe hands (and safe hands are hard to find) it looks as if a last stronghold of rural England will soon suffer another encroachment. Incidentally, the fate of one of the last surviving old flour mills, situated near Trotton, is at stake. It deserves preservation both as a live and efficient concern and as an ancient monument, as interesting in its way as a Queen Anne manor house. The owners of the great estates of West Sussex, who did much to preserve its integrity and beauty and to control its inevitable development, by no means selfishly, were all in possession and intact less than twenty years ago. To-day, in some form or other, almost all the great houses are public property. Where their lands have been sold, development has changed the face of West Sussex in the last few years not to its advantage. Suburbanisation advances very fast from the sea coast inland. Fortunately, Petworth House will remain for a time amply protected by 20,000 surviving acres.

There'll Always be a Puddle.—The Dorset C.C. decided, perhaps for reasons of uniformity, perhaps because there was not much on their agenda that day, that in future Puddletown was to be known as Piddletown. The Puddletown Parish Council was up in arms, its members threatened to resign, village shopkeepers refused compliance, and the Rural Council framed a stiff and stern protest. The Parish Council's threat of resignation so shocked the County Council that it has bowed to the village's opinion, and Puddle stands as it has stood since Time ran. The piddling proposal is out. Piddletrenthide is well enough. It always was Piddletrenthide, but if Puddletown had been turned into Piddletown, rude hands would soon have been laid on the Tolpuddle Martyrs. There is something very old-English about Puddle. It rhymes with Muddle. Piddle has a more modern suggestion. It rhymes with Fiddle. I have felt for a long time (and expressed my feelings) that economies are still possible in local government committees. Their agenda are irrelevant and overloaded, so is their representation.

THE OLD STAGER

THE PARLIAMENT OF THE CHURCH MEETS IN LONDON

THE OPENING OF THE SPRING SESSION OF THE CHURCH ASSEMBLY: The Archbishop of Canterbury (standing on the platform on the left) addresses a joint session of the House of Clergy and of the House of Laity in Church House, Westminster.



On left—
THE CHAIRMAN: Dr. Fisher, the Archbishop of Canterbury, examines a document while presiding over a joint session of the Church Assembly.

In its joint sessions the Church Assembly last week had two debates on financial matters. The first, which produced a lively discussion, concerned a measure for the better investment of Church Funds. The second dealt with increased clergy pensions. Speaking in the latter debate, the Archbishop of Canterbury gave a warning on the evils inherent in wrangles over money matters. Constant discussions about salaries, stipends and superannuation, he said, were "an insidious form of pure materialism, a disease running right through the community." Dr. Fisher added: "We have to be very much on our guard against a form of materialism which regards justice as measured purely by whether you get no more and no less than somebody else." In the House of Laity, a debate on the draft Canons centred round the controversial Canon XIII, which sets out to define what deviations from the Prayer Book Liturgy shall be deemed to have "lawful authority."

WALKING THROUGH A FIRE IN A SUIT MADE OF GLASS

GLASS AGAINST FIRE: A suit made entirely from glass fabric for use in fire-fighting is demonstrated at Bentham, near Lancaster. Weighing only 10 lb., complete with boots, the suit has been developed and made in Sweden. The lightweight garment consists of two layers of glass fibre material interlined with another insulating layer. Mr. Ronald Dorey, who demonstrated the suit, said afterwards that he felt no warmer than if he had been sun-bathing when he walked through a blaze.

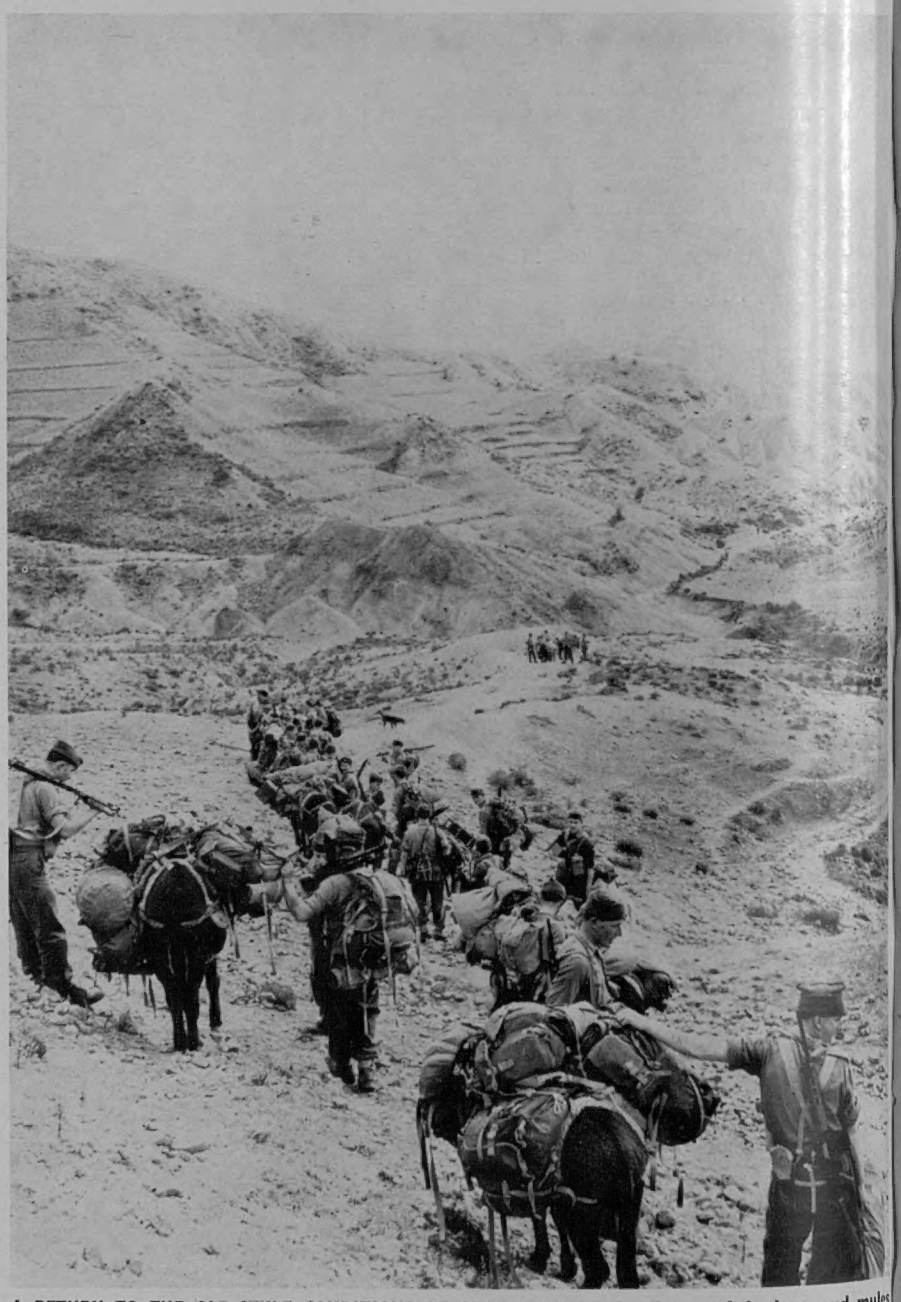
THE NEWS IN PICTURES—I

On left—

THE INDIAN ELECTION CAMPAIGN OPENS IN KASHMIR: Bakshi Gulam Mohammed (standing on the platform), the President of the Jammu and Kashmir National Conference, addresses a meeting in a street in Srinagar. This was one of the first meetings held in the capital of Kashmir in the campaign for the current Indian elections. In the course of his speech, the President of the National Conference, which is one of the main parties of the state, declared that there could be no question of "the withdrawal of Indian troops from Indian soil." This was a reference to the extremely critical situation which has arisen between India and Pakistan over the future of Kashmir. In defiance of all attempts by the United Nations to reach a settlement over this long-standing dispute, Mr. Nehru, the Indian Prime Minister, recently announced that Kashmir is to be "fully integrated" with India. Soon after the passing of the India Independence Act India and Pakistan came into armed conflict over Kashmir. A cease-fire was arranged by the United Nations and a truce line fixed. It has always been understood that the people of Kashmir should decide their future by plebiscite. Mr. Nehru's action in claiming all Kashmir may have been taken with an eye on the Indian elections now being held for the Central Parliament and the state legislatures.

AN ENTIRE VILLAGE POPULATION SEARCHED IN CYPRUS: In Akaki, near Nicosia, a British soldier stands on guard surrounded by adults and children with their hands above their heads. A military convoy had been passing through the village when shots were fired at it, apparently from behind a crowd of schoolchildren. There were no casualties but the British troops stopped and searched every one of the inhabitants, including the children. Although EOKA terrorism still continues in the island there have recently been hopeful signs for an easing of the tension. Akel, the Cypriot left-wing political party and trade union organisation, has distributed leaflets calling for the end of violence.

SUSPECTED OF CARRYING ILLEGAL ARMS: An officer of the Royal West Kent Regiment holds his revolver at the ready while searching men of Akaki after a British convoy had been fired on while driving along the Cypriot village street.



A RETURN TO THE OLD-STYLE CONDITIONS OF CAMPAIGNING: A column of donkeys and mules forms a pack-train for a party of the Royal Berkshire Regiment campaigning in a remote area of the Troodos mountains in Cyprus. In inaccessible regions of this kind mechanical transport cannot be used. The Security Forces have, therefore, fallen back upon old-fashioned but none the less effective forms of transport such as donkeys and mules. It is believed to be one of the first occasions British forces have made use of these beasts since the campaign in Greece during the war. According to Sir John Harding, the Governor of Cyprus, EOKA terrorists in the island are now on the defensive. It is understood that the British authorities do not intend to wait for the end of terrorism before attempting to negotiate a settlement for the political future of Cyprus.

THE EUROPEAN COMMON MARKET: M. Pineau, the French Foreign Minister, sits at the conference in the Quai d'Orsay, in Paris, at which six countries reached agreement on the common market and Euratom projects. *On left*—The conference is in session in the French Foreign Office. Behind the table, on the left, is M. Spaak, the Foreign Minister of Belgium, who presided over the meetings. Looking to the right are the delegations of the Netherlands, Luxembourg and Italy and, with backs to camera, the representatives of France. The sixth participant was Western Germany. Agreement was reached on two treaties to be initialled towards the end of this month. Even then the most important stage will still remain—the ratification of the common market and Euratom agreements by the parliaments of the countries concerned.

A DELEGATE COLLAPSES AT THE UNITED NATIONS: *Above*—Mr. Krishna Menon, of India, rests his head on his hand as he is examined by Dr. William Hitzig in the Delegates' Lounge of the United Nations building in New York. He had collapsed after speaking for two hours in the Security Council on the Indian attitude in the current dispute over Kashmir. *Below*—Mr. Menon is helped back to the Security Council. In spite of his collapse he insisted on returning to the session.

On right—

AN OPEN-AIR SCHOOL IN ALGERIA: A class sits at the desks in a garden in the Kabylia region to the east of Algiers. This school is one of those being run for local children by the French army authorities in Algeria.

Below—

KING SAUD IN MOROCCO: The ruler of Saudi Arabia (left) stands in an open car with the Sultan of Morocco as they drive through the streets of Rabat. Morocco was the second country visited by King Saud on his way back from America. He had already stopped in Spain. From Rabat he flew to Cairo for the talks which began last Monday with King Hussein of Jordan, President Kuwatly of Syria and Colonel Nasser.

THE NEWS IN PICTURES—II

REMEMBERING LORD BADEN-POWELL IN HOLLAND: Queen Juliana of the Netherlands, patroness of the Dutch Girl Guide movement in her country, pays a visit to girl guides at their clubhouse in Putten, during their celebrations to mark the centenary of the birth of the first Lord Baden-Powell, founder of the Boy Scout and Girl Guide movements. Among the other world-wide celebrations was a ceremony at the grave of Lord Baden-Powell in Kenya.

CENTENARY TRIBUTE IN LONDON: Olave, Lady Baden-Powell, widow of "B.-P." and World Chief Guide, and Miss Anstice Gibbs, Chief Commissioner, are arriving at Westminster Abbey for the Thanksgiving service for the life of Lord Baden-Powell on the occasion of the centenary of his birth.

On right—

THE NEW AMERICAN AMBASSADOR ARRIVES: Mr. John Hay Whitney, the new United States Ambassador to the Court of St. James's, arrives at London Airport with his wife to take up his post. He succeeds Mr. Winthrop Aldrich, who left recently for America. At the airport Mr. Whitney, who is fifty-two, spoke of his previous association with this country, as a post-graduate student at Oxford, and later with the United States Air Force.

RESTORING THE REICHSTAG: German workmen begin clearing the inside of the Reichstag, the old German Parliament building in Berlin, which is in the process of being restored. The destruction by fire of the main parts of the building occurred on February 27, 1933, shortly after Adolf Hitler came to power. The subsequent Reichstag trial was used by the Nazis as propaganda for incriminating the Communists. To-day the gutted building lies in the British sector. Its restoration is part of a building programme in the Western sectors designed to bring Berlin back to its former glory.

A PORTRAIT OF GEORGE WASHINGTON IS PUT UP FOR SALE AT CHRISTIE'S: The auctioneer, Sir Alec Martin (on left), prepares to accept bids as a portrait of George Washington (held up for inspection on right) is offered for sale at Christie's, in London. Despite the coincidence that the sale took place on the anniversary of Washington's birthday, February 22, the portrait remained unsold when the sale closed. The picture is the work of Gilbert Stuart, an American artist, and shows Washington in a black coat and white stock with the powdered hair which was fashionable at that period. It is the property of Mrs. J. Woods

ENGLAND BEAT FRANCE AT TWICKENHAM: P. B. Jackson, the England winger, is smothered by a French defender as he bursts over the line to score England's first try in the Rugby International at Twickenham. England continued her succession of victories in this year's internationals, winning the match by 9 points to 5. The victors scored three tries.

AN IRISH VICTORY AT MURRAYFIELD: Roe, of Ireland, breaks away from a scrum during the first half of the international at Murrayfield between Scotland and Ireland. On the left, Mulligan, Ireland's scrum half, waits with hands outstretched for a pass. The final result of the match was an Irish victory by 5 points to 3, a goal to a penalty goal.

SOUTH AFRICA WINS THE FOURTH TEST MATCH WITH SEVENTY MINUTES TO SPARE AT JOHANNESBURG: *Left*—An appeal by South Africa's Tayfield against Insole is rejected during England's first innings when they finished with 251 runs against South Africa's 340. Insole was later run out with a score of 47. *Right*—McLean, who with 93 was South Africa's highest scorer, is run-out by Evans in his first innings. The other batsman is Van Ryneveld and the bowler is Wardle. South Africa's hero in England's second innings was undoubtedly Tayfield, the off-spin bowler, who took nine wickets for 113 runs, thus allowing his team to win by 17 runs with 70 minutes left for play. Tayfield bowled 37 overs and, apart from taking nine wickets, was instrumental in dismissing the tenth by catching Insole off Goddard. In England's second innings seven players failed to score more than ten runs each, Richardson, Insole, Cowdrey and Wardle making 184 out of a total of 214. When the last Test match began yesterday (Friday) the score was two to one in England's favour with one match drawn.

THE DAUGHTER OF THE LATE KING BORIS OF BULGARIA MARRIES AT CANNES: While Prince Karl Vladimir of Leiningen and his bride, formerly Princess Marie-Louise of Bulgaria, hold burning candles, crowns are held over their heads during their wedding ceremony at the Russian Orthodox Church in Cannes. The bride is wearing a dress of white satin with a 5-yard train of tulle.

COMMEMORATING THE MEN AND WOMEN WHO LOST THEIR LIVES IN THE FAR EAST: This is the view from the Cross of Sacrifice in front of the Singapore War Memorial, which is due to be unveiled to-day (Saturday). It stands on a hillside above the Kranji War Cemetery looking out over the Straits of Johore towards the Malayan mainland. The memorial commemorates 24,000 men and women of the land and air forces of the British Commonwealth who have no known grave. The unveiling ceremony is to be performed by Sir Robert Black, Governor and Commander-in-Chief of Singapore, and the Imperial War Graves Commission, who built it, are to be represented at the ceremony by their vice-chairman, Air Chief Marshal Sir Arthur Longmore. The memorial stands 14 miles north of Singapore.

THE QUEEN AND THE DUKE OF EDINBURGH EXCHANGE THEIR CAR FOR AN OPEN POLICE TENDER : They are acclaimed by the vast crowd in Oporto as they sit in the charabanc in which they rode for the rest of their tour of the city. The Royal visitors exchanged their car for the charabanc after visiting the British factory, headquarters of the Oporto British Association, where the Queen received a pipe of port which, it is hoped, will be laid down for Prince Charles's coming-of-age. Earlier, as they drove from Oporto Airport, where they had arrived by plane from Lisbon, the Royal car was showered with rose and camellia petals. The vast crowds which lined the gaily-decorated route of the Royal procession, were especially thick outside the British factory and the Bolsa, or Chamber of Commerce. At the Bolsa the Queen received an address from the Bolsa President, Senhor Antonio Oliveiro Calem. Thousands of people were also present at the airport to watch the Royal departure for London

Royal Days in Portugal

HIGHLIGHTS OF THE TOUR

The Queen and Prince Philip Drive Through Oporto in an Open Charabanc

On right—

THE QUEEN SEES A BULL-RUNNING SHOW : Her Majesty and the Duke watch from a specially erected dais as Campinos (mounted bull herdsmen) parade past and salute with their long staves at the bull show at Villa Franca de Xira.

ROYAL DAYS IN PORTUGAL

A Pictorial Record of the Four-day State Visit by the Queen and the Duke of Edinburgh

QUEEN AND PRESIDENT: They are riding in the golden coach drawn by six pairs of white horses during part of the journey to Queluz Palace after the arrival ceremony in Lisbon's Black Horse Square.

"CLOSE-UP": The Queen leans forward and smiles as a photographer runs alongside the open window of the Royal car.

WAITING FOR THE PROCESSION: In the foreground a group of women sit at the kerbside while waiting to see the Queen.

WITH BRITISH CHILDREN: The Duke is with some of the children who went to Queluz Palace to convey their greetings.

ROYAL SPLENDOUR IN THE PORTUGUESE CAPITAL: The Queen arrives at the Ajuda Palace, in Lisbon, to attend the banquet given by the President, General Craveiro Lopes, on the first day of the State visit. Earlier in the day the Queen and the Duke of Edinburgh had received a tumultuous welcome as they stepped ashore from the Royal barge which had carried them from H.M.Y. *Britannia*.

One of the most outstanding features of the State visit to Portugal was the great welcome which the Queen and the Duke of Edinburgh received as they went ashore at Lisbon's Black Horse Square. The first greetings came from the fleet of small craft which had assembled off shore to provide an unofficial escort for the *Britannia* and later for the Royal barge in which the Queen and the Duke embarked for the landing ceremony. After being welcomed by General Craveiro Lopes and his wife, the Queen and the Duke witnessed a march past of military detachments and then went in procession to Queluz Palace, about eight miles outside the capital. In the evening of the same day came the State Banquet at Ajuda Palace where both the Queen and the President spoke of the bonds of friendship between the two countries. During the rest of their stay in Portugal the Queen and the Duke carried out many engagements, which included visits to a low-rental housing estate; the training ship *Sagres*, one of the vessels which took part in last year's race from Torbay to Lisbon; the Coach Museum, and the fishing village of Nazaré. One tour covered more than 200 miles. On the last night, after the Queen had entertained the President to dinner in the *Britannia*, there was a fireworks display on the River Tagus.

THE OFFICIAL WELCOMING CEREMONY AT LISBON'S BLACK HORSE SQUARE: The Queen and the Duke of Edinburgh are chatting with the President and Madame Craveiro Lopes at the landing stage after disembarking from the Royal barge. In the background are some of the small craft which had assembled off shore to watch the Royal arrival.

THE QUEEN AND THE DUKE OF EDINBURGH ARE ROWED ASHORE: The 150-year-old golden barge of State, manned by eighty bargemen in red shirts, is passing some of the assembled small craft. As the barge made its way to the landing stage the ships and other vessels in the river sounded their hooters and aircraft flew overhead. Earlier, the Royal Yacht *Britannia* had been escorted up the river by a frigate and destroyers of the Portuguese Navy. Salutes were fired as the *Britannia* dropped anchor opposite the square. During the procession to Queluz Palace, thousands of white doves were released in tribute to the Queen.

ROYAL DAYS IN PORTUGAL

On left—

AT BELEM PALACE, HOME OF THE PRESIDENT: General Craveiro Lopes and his wife stand with the Queen and the Duke just before the President presented to Her Majesty the gift of a black five-year-old horse bred in Portugal. The presentation took place when the Royal visitors called on the President and his wife on the afternoon of their first day in Lisbon. At the same ceremony the President gave the Duke an eighteenth-century silver inkstand made in Oporto. Earlier at Queluz Palace, the Queen had presented to the President the Royal Victorian Chain and a painting by Graham Sutherland. The gift to the President's wife consisted of twenty-four crystal goblets decorated with equestrian engravings.

AT THE MONASTERY OF JERONIMOS: The Queen is accompanied by the Rev. Don Antorio de Campos, Auxiliary Bishop of the Cardinal Patriarch of Lisbon, after visiting the monastery. *On right*—Standing on the balcony of Lisbon's Municipal Chamber, the Queen and the Duke acknowledge the welcome of the crowd.

CELEBRATING THE PLATINUM JUBILEE OF THE AGA KHAN: The Aly Khan sits on an ornate throne in Bombay surrounded by notables of the Ismaeli Muslims. He was deputising for his father, the Aga Khan, at the celebrations of the seventieth anniversary of the latter's assumption of his title as Head of the Ismaeli sect. Had he been present the Aga Khan would have been weighed against platinum, but ill health prevented him from making the journey from his residence in France. Representatives of many Asian and African countries attended the ceremonies in a stadium in Bombay.

Muslim Jubilee

The Aly Khan Deputises for his Father, the Aga Khan, at a Ceremony in Bombay

The majority of people in Britain probably think of the Aga Khan as primarily a sportsman, the owner of many notable racehorses. But even in the West his reputation extends far beyond the racecourse. In the years before the war he was prominent in the Disarmament Conferences in Geneva and in 1937 was President of the League of Nations Assembly. As an Indian prince he strove on several occasions to find some basis of agreement between the British and the Indian Nationalists, holding two historic conferences at his palace in Poona.

It is outside Europe that the Aga Khan has the greatest importance. To hundreds of thousands in Asia and Africa he is much more than a political figure. He is their religious leader, being the hereditary head of the Ismaeli sect of Muslims.

Like the other great religions of the world, Muhammadanism is divided within itself, the two main divisions being the Shi'is and the Sunnis. Their differences turn on the question of who inherited the Prophet's Mantle. The Shi'is hold that the succession to Muhammad went only to his son-in-law Ali, the Sunnis maintain that it belonged to the four Caliphs, including Ali. The Ismaelis form a considerable proportion of the Shi'is, and the Aga Khan, their Leader or Imam, claims direct descent from Ali.

This year marks the eightieth birthday of the Aga Khan and the seventieth anniversary of his assumption of the Leadership of the Ismaelis. Ceremonies to mark this seventieth anniversary were held recently in Bombay. Unfortunately ill health prevented the Aga Khan from making the journey from France to India. His eldest son and heir apparent, the Aly Khan, deputised for him at the celebrations, attended by 30,000 people in the Sardar Patel stadium. Among them were a number of delegates from African and Asian countries.

On right—

A COMMEMORATIVE PLAQUE: The Aly Khan holds up the plaque which he accepted on behalf of his father at the Aga Khan's platinum jubilee celebrations in Bombay. A crowd of over 30,000 Ismaeli Muslims filled the Sardar Patel stadium to honour the jubilee of their absent religious leader, who is eighty this year.

THE MOST POLITICALLY BACKWARD STATE IN THE MIDDLE EAST: The map shows how only a small section of the frontiers of Yemen have been properly defined. In the south this has led to the raids into the Aden Protectorate. Yemen, about 75,000 square miles in area, is ruled by a despotic Imam and is the most politically backward of the Arab states. Thus it is easily open to exploitation by Moscow.

THE PROBLEM OF YEMEN

A Survey of the Little-Known Arabian Kingdom and the Reasons why it has Recently Attracted World Attention

By STEWART THOMSON

BRITAIN has submitted a memorandum to the Security Council which throws a particularly revealing light on the present situation in the Middle East. The arrival of Soviet arms supplies in the area, which is the subject of the memorandum, has become all too familiar in the past year or two, but until very recently the traffic was confined to countries like Egypt and Syria, where fairly rapid and fairly substantial returns could be expected.

The fact that the Yemen, a relatively small country by almost any standards, is now being drawn into the Moscow-Cairo orbit shows just how far-reaching and how dangerous are the ambitions of the Soviet and Egyptian Governments. There is no conceivable ideological link.

Yemen is probably the most politically backward state in the Middle East, as far removed as any could be from the socialism envisaged by Colonel Nasser or by the Kremlin. No oil or other mineral deposits of any importance have yet been discovered in the Yemen. In fact, its sole claim to be involved in the Middle East's cold war is its long-standing dispute with Britain over the frontier with the Aden Protectorates, a dispute that has suddenly become world news.

One of the most intriguing and perhaps ominous signs of change in the Arab world since the war has been the sudden emergence of Yemen from its almost legendary seclusion. No country in the world—with the possible exception of Tibet—has succeeded in remaining so isolated as Yemen.

Even in recent times, when it became a member of the Arab League and the United Nations, it has maintained, until a few months ago, an Iron Curtain of its own, which only a privileged few have been allowed to penetrate. Yet throughout its long history Yemen has had frequent periods of foreign occupation.

THE IMAM: Ahmad, who came to the throne in 1948, is a temporal despot and also head of a Muslim sect.

Yemen's recorded history goes back to about 1000 B.C., when it was invaded by the Semites from Northern Arabia and subsequently divided into four highly civilised kingdoms, of which the best known was Saba, or Sheba. Monuments of the pagan worship practised by the Sabaeans can still be seen near San'a. At Ma'rib, the ancient Sabaean capital, are the remains of a magnificent dam built over 2,500 years ago. No local evidence has been found of a Queen of Sheba.

There was, on the other hand, intense competition between Yemen and Abyssinia over the trade of the Indian Ocean. The Ethiopians several times invaded Yemen, some of whose rulers embraced Judaism, others Christianity. But with a Persian invasion in the sixth century A.D. came Islam. The Sunnis, or orthodox Muslims, established themselves in the coastal plain, while the Zaidis, a sub-sect of the Shi'a Muslims from Persia, settled in the highlands of Yemen.

For the past 1,000 years, with a few interruptions, the Zaidi Imams have ruled the country, surviving a succession of onslaughts by, among others, the Portuguese, the Dutch, the French, the British and, principally, the Turks. In 1918, with the collapse of the Ottoman Empire, Yemen became independent, and since then the Imam has been not merely the spiritual head of the Zaidis but also the absolute temporal ruler of Yemen.

The division of Islam into two main sects and a considerable number of sub-sects originated in the disputes over the succession to the Prophet after his death. The Shi'is, who comprise a variety of groups from the rulers of Iran and Yemen to the Ismailis headed by the Aga Khan, share the common belief that only Mohammed's son-in-law, Ali, and not—as the Sunnis believe—the four Caliphs including Ali, was the Prophet's legitimate successor and that his descendants are the natural Imams or leaders. But the Zaidis also admit the principle of election, which, in fact, means that the hereditary holy men in Yemen—there are said to be around 50,000—are all potential candidates for the Imamate when it falls vacant—or even before.

Of necessity, therefore, as well as by divine right, the Imam of Yemen is an autocratic ruler, who, as his more fanatical followers believe, casts no shadow. The circumstances in which the present Imam, Ahmad I, Commander of the Faithful, came to power are an illustration of the feudalism that still prevails in Yemen. The late Imam Yahiya exercised a despotism that even in Yemen was oppressive and, after his assassination in 1948, there was a brief period of liberalism when the new Imam, Abdullah, appeared to have the support of several of the late Imam's sons and of a large section of the population. But the Crown Prince Ahmad had little difficulty in rallying sufficient tribesmen in the

(Continued on following page)

AT THE FOUNDING OF THE ARAB LEAGUE: In Cairo in June 1946 are, in the foreground from the right: Prince Ahmad of Yemen (now Imam Ahmad); President Khoury of Lebanon; King Abdullah of Transjordan; King Farouk of Egypt; President Kuwatly of Syria; the Regent of Iraq; and Prince Saud (now King) of Saudi Arabia.

MURDER IN SAN'A: This picture, taken in 1948, shows the Royal Palace in the capital of Yemen and the car standing outside in which two of the Royal Princes had been murdered while trying to escape after the assassination of their father, the aged Imam Yahiya.

On left—

FAMILY GROUP: With Imam Ahmad and King Saud of Saudi Arabia in San'a in 1954 are six of King Ahmad's brothers. From left they are Abbas (executed in 1955); Qasim (now in exile); Hassan (now in exile); Abdullah (executed in 1955); Ali (now Governor of San'a, where Ahmad seldom goes); and Ismail (living abroad). Extreme right is Ahmad's eldest son, the Crown Prince Al-Badr.

Below—

A YEMENI OCCASION: The Imam, in white robes, stands on the rostrum in Ta'iz surrounded by his subjects, as he watches the beheading of some of those who had attempted to dethrone him in 1955. Among the executed leaders of the revolt were two of his brothers.

IN THE EGYPTIAN EMBASSY IN YEMEN: At a banquet in the Egyptian Embassy in San'a in 1954, King Saud of Saudi Arabia sits in the centre behind the table, with King Ahmad on his left hand.

THE PROBLEM OF YEMEN

(*Continued from previous page*)

highlands to reassert the supremacy of the centuries-old Rassid dynasty. Whether this supremacy will continue after the death of the present Imam, who is an old and sick man, remains to be seen.

The Imam rules his 3,500,000 to 4,000,000 people with an authority that no European dictator has ever achieved. No one may enter or leave the country without his personal permission. He is the universal provider, who alone can authorise the purchase of supplies, however small, and he is the supreme judge who metes out punishment for even minor offences. Executions are held in public; thieves are still liable to have their hands cut off and publicly displayed *pour décourager les autres*. Among junior government servants, whose pay is little more than nominal, graft is an economic necessity. Yet, given an enlightened system of government, the Yemen could be one of the more prosperous areas in the Arabian Peninsula.

The hot coastal plain is for the most part desolate and thinly populated. The two ports of Hodeida and Mocha are entirely dependent on the high inland plateau which is reputed to have the finest climate in Arabia. It is here that the great majority of the population live in the ancient walled towns surrounded by terraced hillsides mainly of coffee and qat plantations. Coffee, which was once Yemen's chief export known throughout the world by the name of its poet, Mocca, has for years been fighting a losing battle against the green shrub, qat, which is the national narcotic of the Yemen, as universal as chewing-gum in America though a great deal more pernicious. For years the abolition of qat has been a chief objective of Yemeni reformers, but so far without success.

Among the effects that have been achieved by current reform movements, however, is the partial lifting of the veil that has surrounded the Yemen for so many centuries. The process began a few years ago when French, German and American firms were given contracts and concessions in the Yemen. But the most important development was the signing of a Soviet trade agreement in March of last year and the conclusion of a military alliance between Yemen, Saudi Arabia and Egypt. During this same period there has been a marked revival of the Yemen's claim to the Aden Protectorate and the Port of Aden.

This claim is based historically on the fact that for a certain time up to the end of the eighteenth century the forefathers of the present Imam occupied the southern part of the Arabian Peninsula, which, in classical times, formed the heart of *Arabia Felix*. Since then, however, Aden has become a British Crown Colony and the British Government has entered into treaty relations with the twenty-seven Arab rulers in the Protectorate. But frequent attempts by the British Government to agree with the Yemen on a common frontier have so far been unsuccessful.

The Imam has found the endemic border dispute in the south a welcome diversion from the backwardness of his own country. At the same time the prosperous port of Aden and even the limited agricultural development within the Protectorate have whetted the Yemen Government's ambitions. And these ambitions are now being actively encouraged and subsidised by Moscow and Cairo.

It was probably inevitable that the Yemen should be drawn into the swelling stream of Arab nationalism. Both of the present reform movements, however much their aims may differ in other directions, are committed to the cause of Arab nationalism. But, whereas the so-called

THE CROWN PRINCE: Saifeddin Al-Badr, the eldest son of the Imam, has been named by Ahmad as his successor. But the Imamate is a religious title and can be claimed by many.

On left—YEMENI JEWS: They are members of a very small minority in the country. The great mass of the 4,000,000 Yemenis are Muslims, most of them being Zaidis who recognise the Imam of Yemen as their spiritual head as well as their temporal ruler. This combination of titles gives the King of Yemen absolute authority over his people which no European dictator could hope to possess.

Above—THE DWELLING-PLACE OF THE IMAM: Among the ancient buildings of Ta'iz a modern touch is added by the motor vehicles in the bottom left-hand corner. Here Imam Ahmad has made his residence, apparently shunning the traditional capital of San'a. Ta'iz is in the extreme south of Yemen and among hills at an altitude of some 4,600 ft. The population is said to be about 12,000.

THE CAPITAL OF YEMEN: The flat-roofed houses are typical of the architecture in San'a. The capital lies at an altitude of 7,260 ft. and is a walled city with eight gates.

NEAR THE ADEN FRONTIER: Beidha, with its buildings perched on rocks, is only seven miles from the border of Yemen and the Aden Protectorate. From here it is believed that some of the parties of armed Yemenis recently raiding over the frontier have set out.

Free Yemenis, many of whom have taken refuge in Cairo since the abortive *coup d'état* of 1948, plan to overthrow the Imam, the Young Sayeds, who are prominent among the Imam's advisers, hope to implement their reforms through the throne.

For the moment the Yemen has become the centre of a much wider conflict. Every village has its radio beamed to the Voice of the Arabs from Cairo. In the capital, San'a, the Arab-Israel dispute is almost as alive to-day as in Damascus or Amman.

The Yemeni army is still negligible in size, but it now has the latest Czechoslovak rifles and Egyptians to show how to use them. What was once a local border dispute for disaffected sheikhs and their followers is rapidly becoming yet another breeding-ground for the nationalists of Cairo and Damascus and another channel into which the Russians can pour their weapons and their gospel of subversion.

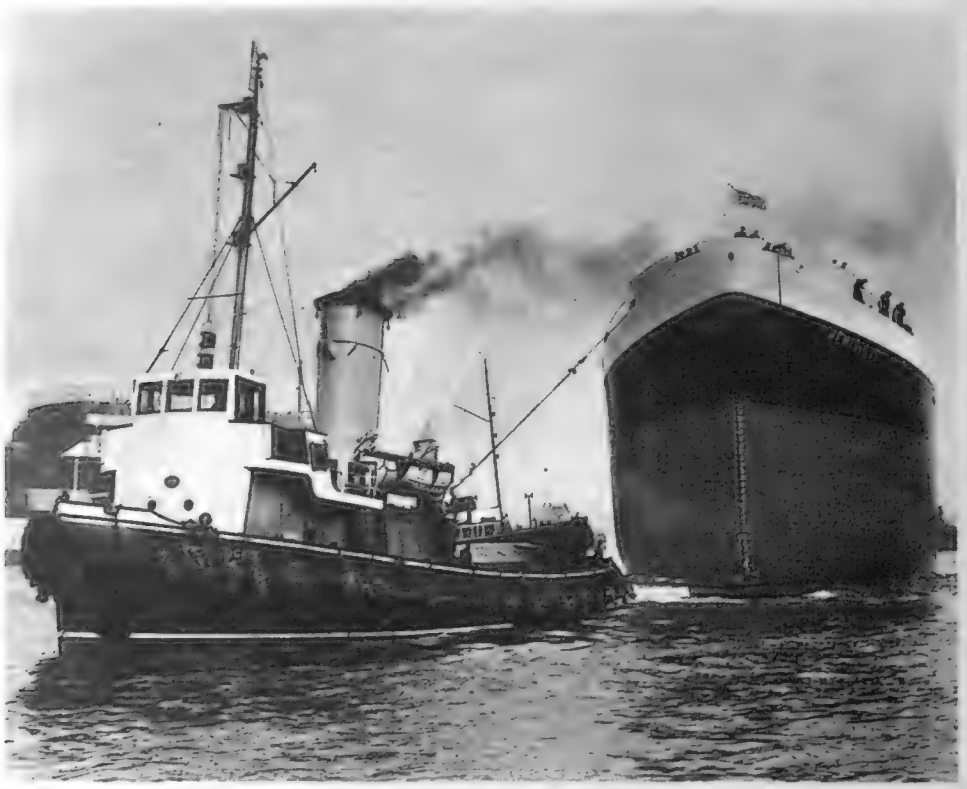
The Yemen itself will derive little or no benefit from this sudden glare of publicity. For what the Yemenis need is not guns but roads, not twentieth-century propaganda but the kind of irrigation that was theirs some 2,500 years ago.

READY FOR ACTION IN ADEN: A Venom fighter-bomber of the Royal Air Force stands on an airfield in the Protectorate ready to go into action against border raiders from Yemen. It is guarded by men of the Camel Corps. For many years the Imams of Yemen have made frontier claims and refused British offers for a frontier Commission.

MERCANTILE AND NAVAL

The "Statendam" Completes Her Maiden Voyage; A Shell Tanker; The Latest Whitby Class Frigate

THE SECOND LARGEST PASSENGER-SHIP OF THE DUTCH MERCHANT MARINE ENDS HER MAIDEN VOYAGE: The 24,294 tons gross S.S. *Statendam*, of the Holland-America Line, is seen at Hoboken, New Jersey, where she berthed without the aid of tugs at the end of her first voyage from Rotterdam via Le Havre and Southampton. *Statendam* is 578 ft. long, 79 ft. wide and has a service speed of 19 knots. She has accommodation for 871 tourist class passengers and 84 in first class, and is fitted with stabilisers to reduce roll at sea. At the moment she is undertaking a series of three luxury cruises to the Caribbean and South America. On completion she will return to Southampton to begin her regular transatlantic service on May 8. Her naming ceremony was performed by Princess Beatrix during the ship's trials. The normal launching ceremony could not be held as the ship had been built in a dry-dock and then floated out.



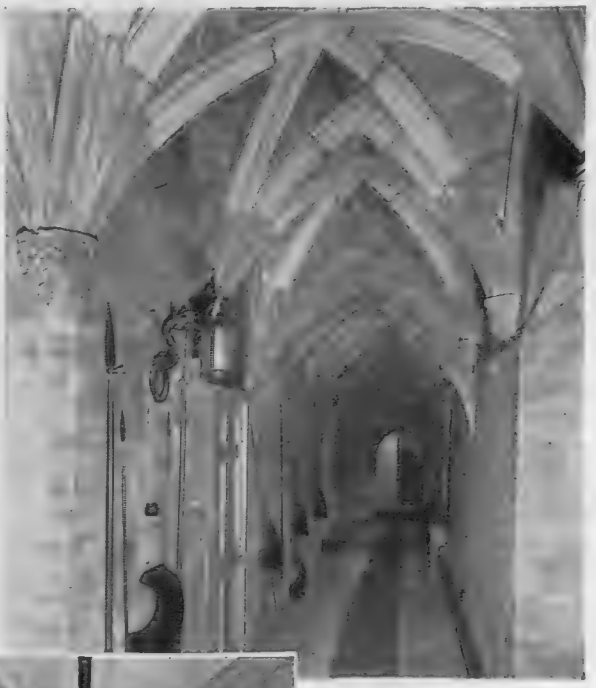
A NEW SHELL TANKER IS LAUNCHED AT BIRKENHEAD: The 18,000-ton S.T.S. *Hemisinus* is taken in tow by a tug after her naming ceremony at the Cammell Laird shipyard by Mrs. E. J. Pode, wife of the managing director of The Steel Company of Wales. *Hemisinus*, which is due to run her trials in May, has been designed to sail on any of the world's trade routes.

H.M.S. "BLACKPOOL" IS LAUNCHED AT BELFAST: The 2,000-ton Whitby class anti-submarine frigate takes the water after her naming ceremony by Lady Elizabeth Davis, wife of the Vice-Chief of Naval Staff, at the yard of Harland and Wolff. Like her sister-ships, *Blackpool* is 370 ft. in extreme length, 360 ft. between perpendiculars, and has a beam of 41 ft. There are to be eight ships in the class, the first, H.M.S. *Torquay*, having been launched from the same yard in 1954. Having been primarily designed for the location and detection of the most modern type of submarines, they are being fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development. These include two Limbo three-barrelled depth-charge mortars. Each ship will have a main armament of one twin 4.5-in. gun mounting and two smaller additional guns. The vessels, which are welded, have been specially designed to achieve the lightest possible structure.

A SECOND GRANT FOR BROUGHTON

This 14th-Century Oxfordshire Castle is Receiving Financial Help for Urgent and Essential Repairs

BROUGHTON CASTLE, BANBURY, IN OXFORDSHIRE, RECEIVES A SECOND GRANT FROM THE MINISTRY OF WORKS: The financial help is towards the cost of urgent and essential repairs, the first grant was made in 1955. This view from the north-east shows the original wing, which consists of the Great Hall, the groined passage, dining-room and the chapel.



INSIDE THE OLDER PART OF THE CASTLE: The fourteenth-century groined passage in the east wing of Broughton Castle, at Banbury, has an elaborate vaulted roof and carved stone corbels. There is also a vaulted staircase leading to the chapel where the east window contains specimens of fourteenth-century glass. *On left*—In the dining-room, which has a fourteenth-century vaulted roof, there is some early sixteenth-century double linenfold panelling. The castle is open to the public one day a week during the summer months.

THE GREAT HALL: The portrait over the fireplace is of William of Wykeham, Bishop of Winchester. On the east wall is a picture painted by Lucy in 1860. It shows William, 1st Lord Saye and Sele, being beheaded by order of Jack Chade in Cheapside in 1451.

THE LONG GALLERY AND THE OAK DRAWING-ROOM: *Left*—In the Long Gallery, which has Gothic decorations, are many family portraits. *Right*—An unusual feature of the Oak Drawing-Room is the splendid interior porch with its elaborate carving and tall cartouche. The portrait on the right is of Mrs. Nathaniel Fiennes by Sir Peter Lely. She was the wife of Colonel Nathaniel Fiennes, Speaker in Cromwell's House of Lords. The china (*circa* 1783) on the chest beneath her portrait is French.

For the second time within two years Broughton Castle, in Oxfordshire, has received a grant from the Minister of Works, on the recommendation of the Historic Buildings Council for England, towards the cost of urgent and essential repairs. Still surrounded by its water-filled moat, the castle stands in wooded country about two miles from Banbury. It has a rich collection of architectural features, and few houses to-day can embody so well the legendary and popular impression of the old moated manor.

Built originally in 1306 by Sir Roger de Broughton as a medieval manor house, it was later acquired by William of Wykeham (1324-1404), the leading advocate of Perpendicular Architecture, who held office as Bishop of Winchester and Lord Chancellor. For nearly 100 years the property received little alteration, but in 1405 the owner, Sir Thomas Wykeham, was granted a licence by Henry IV to "embattle" the residence, which, under the terms of the licence, was "to make strong with stone." In effect this work, which virtually converted the dwelling into a fortified castle, probably marks the period of the most important structural changes. About fifty years later the estate passed by marriage into the ownership of Sir William Fiennes, 2nd Lord Saye and Sele, in whose family it still remains. The present owner is the 20th Baron.

In 1554 the second major remodelling was undertaken when the enlargement of the castle was started by Richard Fiennes. The work was mainly on the west wing, which includes the oak-panelled drawing-room. But he had also planned to set two floors above the Great Hall and to add two projections at the rear to accommodate the wide staircases. Richard Fiennes died in 1573 and the work was completed by his son in 1599. The gate of the fifteenth-century Gatehouse which guards the bridge across the moat bears the date of 1617, and still carries the pulleys by which the earlier drawbridge was raised, and the pawl that held it in place.

The oldest part of the castle is the east wing, which includes the Great Hall in which are preserved relics of the former owners and of the times in which they lived. Two prominent features in it are the leather coat which is traditionally believed to have been worn by Oliver Cromwell, and the bag in which William, 1st Viscount Saye and Sele (who had the nickname of "Old Subtlety"), carried the Royal Seal in his capacity of Lord Privy Seal to Charles II. In the window apertures of the Hall are some of the leather buckets which were used as fire-buckets during the eighteenth century.

IN ONE OF WEST BERLIN'S MOST FAMOUS STREETS: People sit at the tables enjoying the early spring sun outside a café at the end of the Kurfürstendamm. In the background are the ruins of the war-damaged Emperor William Memorial Church. This rebuilt street has recovered its reputation for being one of the most fashionable in the world.

A NEW BLOCK OF FLATS NEARS COMPLETION: It will be seventeen storeys high and rises above the Hansa quarter, near the Schloss Bellevue Park and the River Spree in the British Sector of West Berlin. The Hansa quarter, where there is now much building activity, is becoming again the fashionable residential area which it was before the war.

BERLIN TO-DAY

The Recovery of the Western Sectors Contrasts with the East of the City

In the last few months of the war Berlin was subjected to round-the-clock bombing by Allied aircraft and bombarded and devastated by the Russian land forces. Few of those who entered the former German capital with the Western forces in the summer of 1945 are likely to forget the horror of the desolation. It seemed that it could never recover from having been the scene of the Wagnerian Twilight in which Hitler met his doom.

The city was divided among the victorious Allies, the East going to the Soviet Union and the West being split into the three sectors of the British, the Americans and the French. This division gave it a world-wide importance. All round Berlin was, and still is, the Russian Zone of Occupation, or East Germany. But in the city itself in the Western Sectors was an astonishing oasis of Western ideas in the desert of Communism. The fact of their isolation and their joint determination to show what could be done to contrast with the principles of Communism brought the Western Berliners and the Occupying Western Powers close together from the outset.

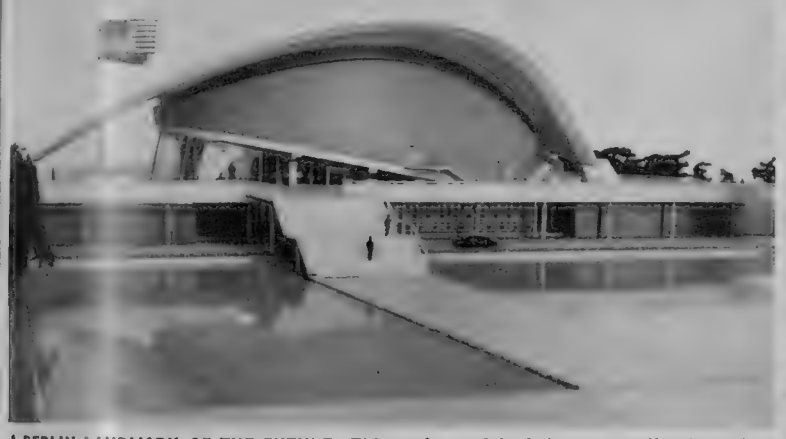
To-day any member of the first British troops in Berlin revisiting the city for the first time in twelve years would probably be amazed at the transformation which has come about since the end of the war. In the Western sectors new blocks of flats and dwelling houses have arisen in large numbers and many more are under construction or planned.

Shops filled with a great variety of goods flank the streets and such famous thoroughfares as Kurfürstendamm are gay with cafés and night clubs, having fully recovered their pre-war international reputations. Of course there are still plenty of wartime scars and ruins, but they no longer dominate or even intrude prominently upon their surroundings.

The most remarkable feature of West Berlin is undoubtedly the contrast it offers to East Berlin. Here the visitor returning after twelve years would notice little change. There are still wide areas of unrepaired devastation and long stretches without any shops. (Many East Berlin shopkeepers have managed to move into the west of the city.) Overall, one obtains an object lesson in the difference between Western and Soviet ideas. Comparing the two parts of Berlin, the superiority of the West must be obvious.

HOUSES FOR AMERICAN SERVICEM States' housing programme The American colony also

A NEW AUDITORIUM IN WEST BERLIN: This auditorium of modern design is being built with the aid of the United States. It will be used primarily for the many conventions of different kinds which will be held in Berlin in the future.



A BERLIN LANDMARK OF THE FUTURE: This scale model of the new auditorium gives some idea of the striking nature of the design. It will be the American contribution to West Berlin's " International Building Exposition " this summer.

A CONTRAST IN EAST AND WEST: *Above*—The Schloss Strasse in West Berlin is to-day known as the " New Leipziger Strasse " to Berliners, since many of the shops and apartment stores which once lined the Leipziger Strasse have moved there. It has become one of West Berlin's most animated streets. *Below*—The Leipziger Strasse in East Berlin as it is to-day. The bomb-gutted buildings of this once elegant street provide an eloquent contrast between East and West.

ND OFFICIALS: These new houses in West Berlin have been erected under the United e families of American servicemen and officials working in the Allied Defence Garrison. s its own modern shopping centre, together with cinemas and sports facilities.

A QUAKER SCHOOL IN YORKSHIRE

Ackworth : a Well-known Co-educational School Established by Quakers in 1779

Article and Photographs by TOM WEIR

QUAKERS believe that religion and life are one. Bring a boy or girl up in this conception and they cannot escape some nobility. It was for this reason that, as the Society of Friends grew in the eighteenth century, the need was felt for a National seminary, something different from the expensive public school, something suited to their own children where the accent was not on " taste and refinement," but on Christianity and love.

They found the site they needed in 1777 when Dr. John Fothergill, an eminent London physician travelling in Yorkshire, saw three miles from Pontefract a fine Georgian building with side-wings and pillared colonnades standing in 84 acres of open country. It was for sale at the low price of £7,000. The building had been a foundling hospital and was about to be pulled down because no purchaser had been forthcoming. Fothergill consulted with some other " Friends," bought it, and in 1779 Ackworth became a school. To-day, after 178 years, it is well known for the quality of men and women it turns out, though less than half of them are Quakers, since Ackworth no longer accepts only students of that faith.

For the first fifty years of Ackworth's history the children who came to the school at nine or ten years of age did not leave until their schooldays were over at thirteen or fourteen. Education then consisted of the three Rs, with needlework and spinning for the girls as extras, though it was not long before history and geography were added to build up a curriculum aimed at turning out well-informed individuals rather than specialists. Education at Ackworth has advanced considerably since then, but the accent is still on producing well-balanced men and women of wide interests rather than brilliant scholars. Pupils reaching the sixth form, for example, do not drop everything to concentrate on pass subjects for examinations. They continue with their course of general studies which includes music and art appreciation, English, science, philosophy and social studies, together with the usual games and sports. It is the education, not the examination that counts, with spiritual values coming first.

Co-education grew slowly at Ackworth. A system of joint instruction for sixth forms grew out of a separate school for boys and girls and was eventually followed by a complete merging of all the children.

Most of the scholars who come to Ackworth to-day do not leave before they are eighteen, and some return to teach in the school. Indeed the present Head, Mr. Albert Lindley, was appointed in 1952 at thirty-six years of age, having been out of his old school only as long as it took him to get a degree at Cambridge, win a soccer blue, and obtain a few years teaching experience elsewhere before returning to Ackworth. Like his predecessors he has brought some improvements, in planning new wings and more modern classrooms, and smoothing the administration.

One of the points where Ackworth differs from other boarding schools is that there is more provision made for the less able pupils, while at the same time anyone with aptitude in one or more subjects will be moved on to study with a more advanced group. Teachers are given freedom to use their own methods, but even so, there are fewer and fewer each year willing to accept the tie of resident positions, even though the school has its own private houses for teachers and fine staff rooms—a problem common to many other schools to-day.

In a school where every activity is done under supervision one might imagine that the teacher-pupil relationship might become strained. This is not so, because of the friendly informal atmosphere which prevails throughout, whether in the science room during a lesson, or in a hobbies period. This term a group of sixth-form boys and girls are building a body on to a 1930 Phantom II Rolls-Royce for a school camping tour, as successor to an eleven-seater shooting-brake built by other Ackworth scholars in 1955 which took one master, one mistress, five boys and four girls to Germany and Austria for five weeks at a cost of only £27 each.

The same spirit is to be found in the Young Farmers' Club which uses the three farms belonging to the school to help rear calves, cows, hens, pigs, etc., and learn every aspect of farm life. Many boys, not sons of farmers, have taken up farming with success on leaving school as a result of this stimulus. It is worth noting, too, that the natural history society is, in numbers, the most flourishing organisation in the school, and some enterprising expeditions are organised for bird ringing and badger watching.

THE MAIN BUILDINGS OF ACKWORTH SCHOOL, YORKSHIRE: A view of the centre block and terrace looking north-west towards the open country surrounding Ackworth, the largest of the nine Quaker schools in England.

AN ACKWORTH LANDMARK: This old stone sign-post is a landmark on the Barnsley road at Ackworth. In the right centre background is the Friends' Meeting House, where the Quakers meet for worship.

HEADMASTER AND HEADMISTRESS: Mr. Albert Lindley, M.A., confers with Miss Phyllis Sadler, G.R.S.M. Although now fully co-educational the school keeps the tradition of having a headmaster and a headmistress.

CLASSROOMS IN THE ANDREWS WING: This wing, modern in design, is the latest addition to the school buildings. As a contrast in prices, the old house and grounds cost £7,000 in 1777, the new block, built in 1955, cost £68,000.

For one not used to the Quaker religious service of silent meditation the atmosphere seems strained when the whole school gathers for this purpose. The technique of sitting quietly together has to be learned, and usually a teacher or older person speaks to help guide the thoughts of the younger children. Ten minutes of each day are spent in meditation, with half an hour on Thursdays and a full hour on Sundays. Anyone, visitor or pupil, may rise and speak as he or she is moved during the service. Non-Quakers may attend their own religious services, but since the life of the school is centred around meetings for worship, they must take part in the daily gatherings for prayer and meditation which are the basic expression of the Quaker faith. There is no attempt at imposing Quaker propaganda or pacifist teaching. The view that there is an alternative way to force is stated, as is the need for breadth of outlook and thoughtfulness for others. The independent judgment, which is the result of a good education, enables each product of Ackworth to choose which road he or she will travel out of school. The very flourishing " Ackworth Old Scholars' Association " which takes over the school each Easter for social meetings, talks and discussions, reveals the continuity of purpose behind the system.

The impression of the visitor to Ackworth is that it is almost more of a club than a school, with prefects, teachers and pupils running a vast number of events, all sharing in work and play, and all taking a part in any lecture or discussion. With its modern brick buildings fitting neatly into the pattern of the old stone, Ackworth has not changed so vastly, one feels, since its early days. It is an impression due mainly to good planning and the layout of the gardens and extensive playing fields ; an impression which is fostered because the old names stick. The " shed court " is still known by its old name, as is the " boot room," though everyone wears shoes nowadays. " Top bench," " slams," " centre path," " back end," still mean the same to parents as to youngsters at Ackworth to-day. The Headmaster finds it fascinating to study a child whose father or mother was his contemporary at school. Over and over again, the Head sees the personality of the parent in the children, even to personal mannerisms.

As in all good schools that have stood the test of time there is a waiting list for admission long enough to fill the school twice over. Preference is given to Quaker children, but special weight is also given to cases where there is a special need of boarding education, with bursaries for the children of old scholars.

Stevenson sums up the tradition behind the laughing faces of Ackworth and the men who implanted it. He says ". . . all their lives the desire of good is at their heels—the implacable hunter." Or, as St. Francis of Assisi put it, " Lord, make me an instrument of Thy peace." The Ackworth Lamb is the symbol of it.

AT WORK IN THE LABORATORY: Working on a scientific problem are from left to right Maureen Armstrong, Veronica Henderson, Anne Williams and Wendy Aird.

A MEETING OF THE SCHOOL NATURAL HISTORY SOCIETY: Members of the society look over part of their fine collection of moths and butterflies. This is perhaps the most popular society among the school clubs.

FEEDING CALVES IN THE SCHOOL'S FARMS: Two second-form girls, Sylvia White (on left) and Julia Schofield, feed calves at one of the school's farms. With three farms attached the school has a thriving Young Farmers' Club.

OVERHAULING A 1930 ROLLS-ROYCE: This vintage Rolls is having a new body put on its chassis and its engine overhauled. The work is being done by the pupils.

MILAN HONOURS THE MEMORY OF ONE OF ITALY'S GREATEST SONS: Silent crowds line the streets of Milan as the hearse bearing the body of Arturo Toscanini passes the house where he lived. The world-famous conductor died on January 16 in America and his body was flown to Rome and then brought by train to Milan for burial.

THE LYING-IN-STATE IN THE FOYER OF LA SCALA: The son and daughters of Toscanini stand before his coffin. From left —Walter Toscanini, Mrs. Horowitz, and Mrs. Wally Toscánini Castelbarco. Over 100,000 Milanese paid tribute to him.

THE FUNERAL OF TOSCANINI

The World-famous Conductor is Buried in Milan

On left—

THE FUNERAL PROCESSION OUTSIDE MILAN CATHEDRAL: The hearse carrying the body of Toscanini turns into the square outside Milan Cathedral followed by the long column of mourners.

More than 100,000 citizens of Milan paid their last tribute to the memory of the great conductor, when they passed in silence in front of his bier in the foyer of La Scala, before the funeral. The orchestra of La Scala played Beethoven's "Funeral March" and the music was broadcast by loudspeakers inside and outside the theatre. Signor Victor de Sabata, who has been ill for two years, insisted on conducting the orchestra. Earlier Toscanini's body had been flown from New York, where he died at the age of 89, and arrived in Milan from Rome by special train. The funeral procession moved through the Corso Matteotti to the Via Durini where it stopped for one minute in front of the house where the conductor had lived. From there it proceeded to the Cathedral. The Requiem Mass, which was celebrated by the Archbishop of Milan, was attended by representatives of the Italian Government and of the diplomatic missions in Rome. The streets through which the procession passed were lined by thousands of people, while traffic was brought to a standstill and shops were closed as a sign of mourning.

CHANGING LONDON

Rebuilding Goes Ahead on Another Bombed Site; the Last of the Tivoli; and a City Church in Danger

On right—

THE BADLY WAR-DEVASTATED AREA NEAR HOLBORN CIRCUS IS BEING REDEVELOPED: This panoramic view taken from Great New Street shows some of the work which is taking place in the area bounded by Great New Street, Fetter Lane (in the background), and Holborn (on the far right). The newly-completed building on the left is Monotype House, alongside which work is progressing on a new road to link Fetter Lane with Shoe Lane. Towards the right, in the background, is the new building in Portland Stone which has been designed by the architects, Yates Cook and Darbyshire, for the Holborn Circus Land Investments Ltd. It was built by McLaughlin and Harvey Ltd. In front of the same building, and on the right of the picture, is the site for the new building for the *Daily Mirror* and the *Sunday Pictorial*, which is to be erected by W. and C. French Ltd. Demolition has been carried out by Willment Bros. Ltd. The site was formerly occupied by Thomas Wallis and Co. Ltd., whose store was bombed during the war. Fixed to the hoarding on the corner of Holborn and Fetter Lane is a plaque which reads: "History tells that here in John Gerard's garden, towards the end of the sixteenth century, the potato was first cultivated in Britain." The two buildings across the road are Gamages store and the head office of the Prudential Assurance.

A FAMOUS LONDON RELIC IS IN THE NEWS: Behind the grille is the London Stone, whose future is uncertain. It is built into the south wall of St. Swithin's Church, Cannon Street, where the tower has been declared to be dangerous. If the church is demolished and the site sold, it is hoped that the stone will remain in the next building. The historian, Camden, believed that this relic was a Roman milestone.

On left—

THE TIVOLI CINEMA IN THE STRAND IS MAKING WAY FOR A FIVE-STOREY DEPARTMENTAL STORE: The demolition work by the Demolition and Construction Co. Ltd. is now in an advanced state. The roof has been removed and the interior of the building is being ripped out. When the site is cleared Peter Robinson Ltd. are to build a new five-storey departmental store with basement and sub-basement. On the right of the picture is the Civil Service Stores, and, in the background, the tall spire of the church of St. Martin-in-the-Fields.

A WREN CHURCH IN THE CITY IS IN DANGER: The upper part of the tower of St. Swithin's has been declared to be dangerous and is being removed; the walls of the church are also being regarded with suspicion. Built by Wren after the Great Fire, it was badly damaged again during the war. The Diocesan Reorganisation Committee have had long discussions on its future and would like to retain the tower. The London Stone, which is preserved behind a grille in the south wall at the church, has been in its present position since 1798. Before that it had stood in the centre of the road.

DICKENS' TOWN HOUSE IS THREATENED WITH DEMOLITION: A proposal by the owners to demolish No. 1 Devonshire Terrace, Marylebone, is likely to be strongly opposed by local societies when the application for demolition is heard by the Minister of Housing. It is proposed that the house should make way for a block of offices. At present it is being used as a rehearsal studio. Apart from the Dickens Museum, in Doughty Street, Holborn, the house on the corner of Devonshire Terrace is the only remaining residence of Charles Dickens in London. He lived there from 1839 to 1850.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Farming in the Commonwealth.—I have been studying with great interest the Farm Adoption Scheme organised by the Association of Agriculture. This scheme provides schools and colleges with individual studies of some fourteen farms in Great Britain and the Commonwealth. For a very modest fee a subscriber receives a large folder containing an extremely detailed and practical account of the farm and its economy, and much other relevant information. In the *Farming and Commonwealth* series this includes physical and geographical maps of the country, a survey map of the farm, photos of the farmer, his family, livestock, buildings and land, and an authoritative text describing how the farm works. At present six farms have been treated in this way, two in New Zealand and four in Canada, and more will be available soon in Australia and Southern Rhodesia.

This is an efficient and palatable method of imparting knowledge not only about agriculture, but also geography and history, and of making some of the countries of the Commonwealth familiar to the ordinary English boy and girl. I should think, too, it is an incentive to emigration.

A French-Canadian Farm.—One of the four Canadian farms is a dairy farm in the province of Quebec. Ferme Joanne is in the *paroisse* of Ste Martine and the *comté* of Châteauguay, about 20 miles south-west of Montreal. The land is flat and fertile in an area mainly populated by French-Canadians, and is highly suitable for milk and high-class dairy stock, mixed farming and a limited amount of horticulture. Ste Martine is a small place with less than a thousand people, but is of considerable importance as the *chef-lieu* or centre of the county, with an agricultural school, a farmers' co-operative, and a canning factory. It is also served by railway and main road.

The farm itself lies just outside the village in a row of similar properties. It has a frontage of 4 and a depth of 30 *arpents*, an ancient unit of measurement used in both a linear and a surface sense. Thus an *arpent* is equal to both 191·9 ft. and 0·844 of an acre, and the property (with all its appendages) amounts to 265 *arpents* or about 200 acres, rather larger than most in this area. The elongated shape of the farm derives from the French system of land survey, when farms were laid out in long strips. This was done to afford access to the river (the only means of communication in the early days), to give a fair cross-section of all types of land to every farmer, and to enable the farmhouses to be built close together for mutual protection and neighbourly relations. This was in direct contrast to the English and Scottish settlements where each farm is surrounded by its own land.

Henri Brault.—The present owner, Henri Brault, is a very progressive farmer and a well-educated man. His farm is as mechanised and intensive as his resources will allow. In recent years it has undergone radical changes in field layout, cropping and drainage, and as a result has greatly increased in output. The economy is based on a herd of Holstein or Friesian cows, with a variety of fodder and cash crops, including beans and peas for canning, flax and seed corn. There is also a large head of poultry managed by Madame Brault. This, is, of course, a family holding. The Braults have three sons and three daughters, all of whom work on the farm when not at school; only occasionally is it found necessary to hire outside labour. Nearly all the nearby properties belong to Henri Brault's brothers and nephews, and Henri's family, by the way, is one of the smallest. Both he and his wife belong to families long settled in Canada. The Braults came over from Brittany more than 200 years ago, while the ancestors of Madame Brault (*neé* Dubuc) hailed from Normandy about the same time. Neither of them speaks English, except with difficulty, and Henri writes an annual newsletter to subscribers which is translated into English before distribution.

A Church in Danger.—I have come across an interesting case where religious controversy may result in the loss of a handsome eighteenth-century church.

A FRENCH-CANADIAN FARM IN QUEBEC: The Ferme Joanne, 20 miles south-west of Montreal, is one of four Canadian farms featured in the Farm Adoption Scheme organised by the Association of Agriculture. From left to right in the picture are the farmhouse, the cattle and storage barn with a silo attached, and a variety of turkey and poultry sheds.

Shortly before Queen Anne's death in 1714 the High Church interest managed to pass the Schism Act, a bigoted piece of legislation which prohibited Nonconformists from keeping or teaching in schools. It was then anticipated that a second Act of Uniformity would be passed to force the whole body of Nonconformity back into the established church. However, with the accession of George I the Schism Act was repealed and the danger subsided. But, before this happened, the building of a new church had been put in hand in the country town of Tiverton, in Devon, to accommodate a large congregation of Nonconformists who, it was expected, would have to submit to the new law. When Queen Anne died, the building was only half complete, and for several years afterwards was used as a warehouse. Eventually construction was re-started, and the building was finally consecrated as St. George's Church on October 11, 1733. Since that date, the church has always belonged to the evangelical tradition, and the patronage is now in the hands of the Martyrs Memorial Trust which supports the Low Church interest.

SAINT GEORGE'S CHURCH, TIVERTON, DEVON: The future of this fine eighteenth-century church facing the main street of Tiverton is in doubt owing to a reorganisation scheme in the parish. The church might be demolished.

Now St. George's is in the centre of Tiverton, and is one of three present-day parishes into which the town has been divided. The other two are St. Peter's, the ancient medieval parish church on the north side of the town, and St. Paul's, a Victorian foundation on the south side. Owing to contraction in numbers of churchgoers, and the general movement of residents away from the centre, the church authorities are now considering a reorganisation scheme. This would amalgamate the parishes of St. George and St. Paul, would give up using St. George's altogether as a church, and transfer the patronage of St. Paul's to the Martyrs Memorial Trust.

This proposal is still under consideration, but it has already aroused strong controversy, and no one knows what the end will be. One thing does seem fairly certain, and that is that the days of St. George's Church are numbered. The question arises—what is to be done with the building? Its use for secular purposes is limited. It is a large, handsome rectangular building, with a gallery on three sides, and capable of holding about 750 people. It could really only be used as a concert hall, art gallery, or place of assembly, but Tiverton is not really big enough to support a place of this kind. At the same time it stands on an important site facing the main street of the town, and ought to be properly maintained and used. The reorganisation scheme allows for it to be taken down and rebuilt elsewhere (a somewhat impracticable idea, on account of cost), or simply to be demolished. There 's the rub.

Dr. W. G. Hoskins, in his recent history of Devon, describes St. George's as "the only notable eighteenth-century church in Devon," and no one would deny that it has a fine, well-proportioned though austere character. Architecturally it is of importance, and as such it would normally be scheduled as a building of special architectural or historic interest, but the extraordinary thing is that all churches are exempt from protection of this kind. The Church is held to be a responsible body, which will foster its architectural heritage. Yet here is a case where fine architecture may be destroyed for doctrinal and organisational reasons. Fortunately the Georgian Group is taking the matter up, but public opinion needs to be roused, not only to save St. George's, but to make sure that similar cases do not recur.

St. Catherine.—St. Catherine is the patron saint of King Athelstan's Chapel, overlooking Milton Abbey, in Dorset, which I described in a recent article in THE SPHERE. She is also the patron saint of spinsters and the following pertinent little rhyme is said to have been repeated by Milton women when they came to pray.

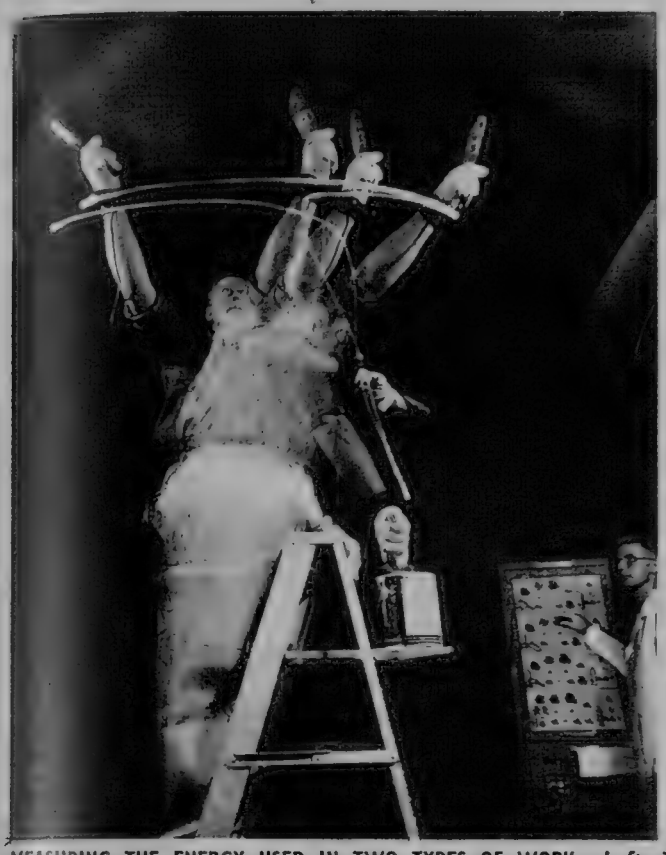
> St. Catherine, St. Catherine, O lend me thine aid,
> And grant that I never may die an old maid.
>
> A husband, St. Catherine,
> A *good* one, St. Catherine:
> But arn-a-one better than
> Narn-a-one, St. Catherine.
>
> Sweet St. Catherine,
> A husband, St. Catherine,
> Handsome, St. Catherine
> Rich, St. Catherine,
> *Soon*, St. Catherine.

Gainsborough's Birthplace.—The house in Sudbury, Suffolk, where Thomas Gainsborough was born in 1727, is for sale. Sudbury Corporation have obtained an option on the house, and have opened an appeal for its purchase, adaptation and endowment for use as an art centre with space for exhibitions. It does seem an opportunity to honour one of our few really great painters, who excelled both in portraiture and in landscape painting, and to encourage interest in the arts.

Personally I wish that Gainsborough was better known for his landscapes than for his portraiture. His early work in Suffolk in both *genres* was delightful—clear, faithful and fresh. Constable must have learned much from him, and there seems to have been a quality in the atmosphere of East Anglia which encouraged fine luminous painting. It was after 1759, when Gainsborough went to Bath, that he became a fashionable portraitist, and was compelled to pander increasingly to the stilted and insipid style demanded by his rich sitters. This has happened both before and since in the history of painting. Although there are not many finished Gainsborough landscapes, there is a great number of drawings, and they belong to the best tradition of English art.

Science in the Modern World

Time and Motion in Industry



MEASURING THE ENERGY USED IN TWO TYPES OF WORK: *Left*—The stroboscopic picture shows the moment of peak energy of a man painting a ceiling. *Right*—A man stacking 50-lb. bags is subjected to the same photographic treatment. The panel on the right controls the camera system. This method of work study is employed by the Haskell Laboratories for Toxicology and Industrial Medicine which are run by the Du Pont de Nemours enterprises in the State of Delaware, U.S.A.

SCIENTIFIC WORK STUDY

Time and motion study, or work study as it is now generally called, is simply the study of work. It is used to increase productivity by improving the utilisation of existing plant and manpower, as opposed to the hiring of new workers or installing new equipment. Work study originated in the United States. In an elementary form it was developed in America and Britain in the 1920's and 1930's, when it was used chiefly to fix workers' piece rates and other incentive bonus schemes. Now, however, work study includes much more than study of the human motions involved in work—the old time and motion study—and extends to the analysis, and sometimes the complete redesign of the organisation and flow of work. It is a science employing various means. Much analysis is made by trained observers recording the work done under varying conditions. Photography is sometimes used, one of the most ingenious American systems being illustrated on this page. Complicated statistical methods of sampling and quality control are another practice. Many leading British companies operate large work study departments. Results so far achieved go a long way to justify the companies' enthusiasm. At one I.C.I. plant, change in the labour force was reduced from 65 per cent. to 8-10 per cent., below even the company's average of 12-15 per cent. In a Unilever food factory, a combination of method improvement and incentive schemes reduced labour costs by 21 per cent., while wages were increased by 30 per cent. and output was stepped up by 28 per cent.

In the past few years, there has been a marked expansion of work study, both among the nationalised industries and among smaller firms in private industry. Probably among smaller firms, which are unable to afford a permanent work study department, most remains to be done. For them the National Union of Manufacturers has organised a team of industrial assistants who can be hired by individual firms to advise on work study techniques. Moreover, many of the smaller companies are entering their employees for work study training at colleges of technology. Apart from managers' distrust—and in the early days some exponents of time and motion work made extravagant claims—probably the biggest obstacle to the introduction of work study schemes is suspicion on the factory floor. Workers often fear redundancy, though no evidence has yet been produced of work study leading to this. Another fear is that employees will have to work harder for less money. Here again, the evidence is all the other way, as work study has invariably led to wage increases at least as large as those achieved in production. What is encouraging is that many trade union officials are now attending courses on work study to improve their knowledge of the new techniques. In some industries, national agreements between the employers and the unions recognise work study. This growing recognition that work study is in the workers' interests as well as the employers' is a most encouraging development.

A COMMON DOMESTIC JOB: The Haskell Laboratories' record of this woman ironing a shirt revealed that in the peak period she was using twice as much energy as a man employed on painting a ceiling.

AT THE FILING CABINET: The secretary is placing four letters in a filing cabinet. The photographic data showed that she was expending nearly twice the energy of the woman ironing a shirt.

A SERVICE AT TENNIS: The energy needed here equals that required by a man lifting a 50-lb. bag. The purpose of the photographic research carried out by the Haskell Laboratories in Delaware is largely concerned with fatigue in industry. It is one of the many developments made recently in time and motion, or work study. Both in America and Britain it is found that the practical application of work study in its various forms leads to growing production with reduced costs. In the last few years its benefits have been increasingly appreciated by managers and workers.

Science in the Modern World

TRAFFIC PROBLEMS IN AMERICA AND BRITAIN

On left—
AN EX-TANKER PASSES THROUGH CHICAGO: A series of road and railway bridges lift their spans as a former sea-going tanker, the *Joseph S. Young*, passes through the waterway in the business district of Chicago on its way to Lake Michigan

CHICAGO TO ST. LAWRENCE SEAWAY

The succession of large vessels which have been passing through Chicago during recent years on their way to the Great Lakes for conversion into ore carriers is evidence of a very difficult problem facing the steel industry in the heart of the United States. Hitherto the steel plants of Chicago and Cleveland have obtained their iron ore from the Mesabi Ridge, on the Minnesota shore of Lake Superior. This has entailed a short haul for the ore-carrying vessels. But to-day the once vast natural resources of the Mesabi Ridge are becoming exhausted and America is having to look further afield for the raw materials needed by her heavy industries. This situation has emphasised the importance of Canada's natural resources in Ungava, which are far from exhaustion. To reach these resources, however, it is necessary to make the long haul down the St. Lawrence Seaway to the port of Seven Islands, in the estuary's mouth. This new port is being developed as the seaway link with the iron-ore deposits in Ungava. The most convenient and economical method of supplying the steel plants of the heart of America with ore is to use this route by way of the Great Lakes and the Seaway lock system.

In the early days of the St. Lawrence Seaway project there was considerable American opposition to a scheme which would mean a heavy shift of the industrial balance in North America into Canadian hands. The problem of the Ungava deposits, however, has always played a deciding role. The seaway is essential to the steel industry of the Great Lakes region. Now that the Mesabi Ridge deposits are nearing exhaustion the centres of main steel production will shift to places like Boston and Philadelphia, on the eastern seaboard of the United States, unless the steel plants of Chicago and Cleveland can exploit the St. Lawrence Seaway for the raw materials they need.

Below—
ON THE WAY TO THE GREAT LAKES: The 589-ft.-long ex-tanker *Joseph S. Young* negotiates a difficult bend on the river in Chicago between the Wabash Avenue Bridge (left) and the bridge linking Michigan Avenue. The converted tanker was being towed to a yard for refitting as a dry cargo-carrier.

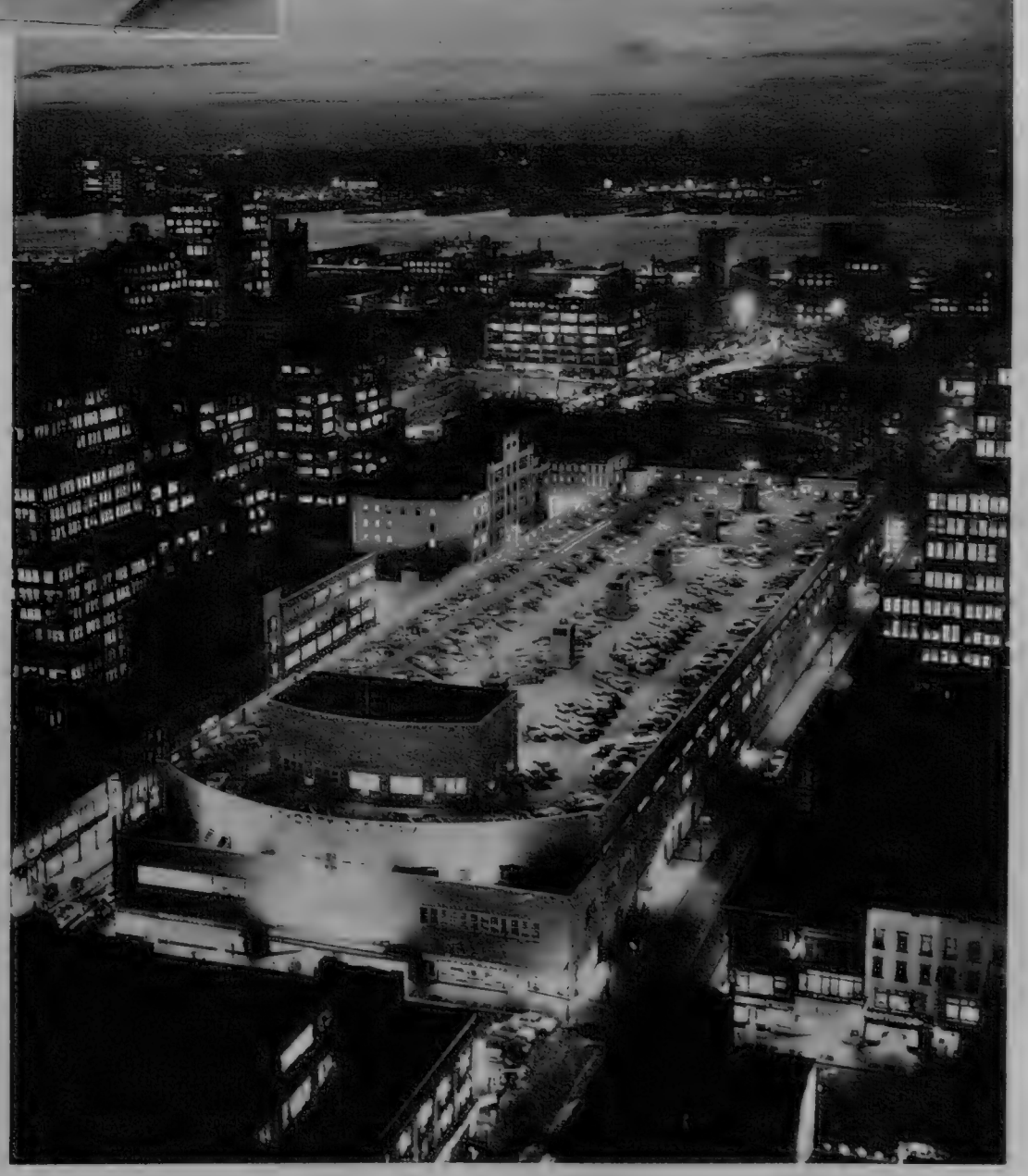
A NEW MULTI-STOREYED GARAGE IN THE WEST END: Preliminary clearing work has begun on this site off Oxford Street for a multi-storeyed garage which will hold some 1,000 vehicles. *On left*—An artist's impression of the garage, which will be built over an extension of the existing ground floor of Selfridges.

EASING TRAFFIC CONGESTION IN LONDON

Work has begun on a project designed to ease traffic congestion in Oxford Street, one of London's busiest shopping centres, by a new multi-storeyed car park. The scheme, incorporated in an extension of the ground floor of Selfridges store, will cost about £1,750,000. The garage will be situated above the extended selling floor and will measure 21,000 sq. ft. on each of its seven floors with an eastern extension at second floor level over the existing furniture store. The total car parking area, approximately four acres, will hold about 1,000 cars. An approach and departure route to the garage will be provided by a private road, 23 ft. wide, leading eastwards out of Orchard Street north of the Selfridges Food Store. The garage, ground floor and supply basement below will be constructed of reinforced concrete. The principal elevations of the garage, facing north, will be in Portland stone, with coloured-glass glazing alternating with the clear glass of the windows.

NEW YORK TRAFFIC ORGANISATION

This picture of traffic congestion on the George Washington Bridge in New York during the rush hours gives an impression of the size of the problems facing the city authorities. The bridge, which connects Manhattan, in the background, with New Jersey, is a vital link in the city's communication system. The direction of traffic in the central lane, marked with cones in the foreground, depends on whether the flow is heavier going east or west. On the day this photograph was taken the flow was heavier going west, from Manhattan. ***On right***—The brilliantly illuminated Port Authority Bus Terminal in Manhattan provides a spacious car park in a sector of New York where traffic density is a big problem. The terminal is a relatively new building designed so that the roof serves as a parking site fed by ramps (in the background) leading down into the Lincoln Tunnel, which in turn crosses under the Hudson River to New Jersey on the other side. Both these photographs of New York formed part of an exhibition in the United States which had the city as its theme.



Science in the Modern World

NEW TECHNIQUES IN INDUSTRY

NUCLEAR FISHING: At the American Atomic Energy Commission's plant in Pittsburgh, the technician in centre prepares to remove an irradiated sample from the lead cask in the water tank, which prevents dangerous radiation. The technician on left operates lamps in the water and, on right, a radiation monitor is held to check radioactivity.

REMOTE CONTROL IN ATOMIC RESEARCH

One of the greatest dangers to those engaged in atomic research is the possibility of contamination by radioactive substances. Both in America and Britain the most stringent precautions are taken to prevent this, and it says much for those dealing with preventive measures that, up to the present, atomic industry has proved to be safer than many more conventional forms of industrial activity. It is common practice to employ mechanical means for handling irradiated samples in tanks of water. Mechanical hands and arms are widely used. The American apparatus at Pittsburgh has been developed by the Westinghouse Electric Corporation. At Watford, north of London, the firm of Savage and Parsons is producing what has been nicknamed the "master slave manipulator." This device will enable scientists to handle the most delicate radioactive substances.

MECHANICAL HANDS AND ARMS IN ATOMIC RESEARCH: Scientists manipulate apparatus which reaches into radioactive tanks and handles samples in them in the atomic plant in Pittsburgh, in America. The workers can observe the operation of the arms and hands through the plate-glass windows, which are each 36 ins. thick and are set in concrete walls which are also 3 ft. thick.

A MECHANICAL DITCH CLEANER SHOWS ITS PACES

A demonstration is given at Arundel, in Sussex, of the semi-automatic "Unique" ditch cleaner made by Carter Brothers (Billingshurst). The apparatus consists of a dredge on hydraulic linkage which is attached to a tractor. In this picture it is completing an operation. The dredge, having collected debris in a sweep under the water, is emptying it on the bank. The "Unique" ditcher can do, in two hours, work which would take two men ten days to accomplish.

A MOBILE PLATFORM FOR OVERHEAD WORKING: Mounted on a 3-ton lorry the Simon Hydraulic Platform can be extended at a speed of over 40 ft. per minute to any working position within a maximum height of 40 ft. and a reach of 25 ft.

A MECHANICAL REACH FOR MAINTENANCE

The Simon Hydraulic Platform is the first mobile platform for overhead working to be ordered by Shell. Seen here mounted on a 3-ton Karrier "Gamecock" type E-341 during its trial in England, it was recently shipped to the Compania Shell de Venezuela for their Cardon refinery. This ingenious apparatus is a product of Simon Engineering (Midlands) Ltd., of Dudley, in Worcestershire. It consists of a turntable base with two booms linked above it which may be folded or opened by the operation of hydraulic rams. The platform on which the man is standing can thus be moved rapidly to the required position for the maintenance of overhead electric installations and refinery units. It can be controlled either by the operator working on it, or from the ground. Hydraulic power is provided by a Vickers vane-type pump. The booms are made of 12-gauge steel.

MR. EBAN AT AN ISRAELI CABINET MEETING: The Prime Minister of Israel, Mr. Ben-Gurion (head of table), presides at a meeting of the Israeli Cabinet. The meeting was called to hear the report of the Israeli Ambassador to Washington, Mr. Eban (on Prime Minister's left), who had flown home from America to report.

Mr. Eban Reports in Jerusalem

The Israeli Ambassador in Washington Flies Home for Talks

While an Arab-Asian resolution calling for sanctions against Israel was being presented to the United Nations in New York, the Israeli Government in Jerusalem was engaged in issuing fresh instructions to its Washington Ambassador in a last-minute effort to end the deadlock over Israeli withdrawal from Egyptian territory. Mr. Eban, Israel's U.S. envoy, had flown to Jerusalem to receive the new instructions and left again for Washington after various meetings with Mr. Ben-Gurion and other members of the Government. On his arrival back in America he was received almost immediately by Mr. Dulles. He said at the airport that his new instructions "should certainly bring about a constructive and fair solution." Before Mr. Eban arrived back the White House had confirmed that President Eisenhower had received a personal message from Mr. Ben-Gurion which was described as being "constructive" in tone. The conflict which arose in America over the question of sanctions against Israel has been widening. Senator Knowland and Senator Johnson, the two leaders in the Senate, have firmly rejected any such action.

ISRAEL'S WASHINGTON AMBASSADOR IN PARIS: Mr. Eban (carrying hat) enters a plane at Orly Airport, Paris, on his way home from Washington. Behind him is M. Jules Moch, the former French Minister, who was on the same plane.

PREPARING A NEW ISRAELI OFFER: Mr. Eban and the Israeli Prime Minister are photographed at a Cabinet meeting in Jerusalem. Shortly afterwards Mr. Eban flew back to his post in Washington with new instructions and was received immediately by Mr. Dulles, the United States Secretary of State. Meanwhile, in a speech to the Knesset (Israeli Parliament) Mr. Ben-Gurion again firmly rejected unconditional withdrawal from the disputed Sinai areas.

On left—

HOLDING THE FORT IN THE UNITED NATIONS: The Israeli Foreign Minister, Mrs. Golda Meir, who is leading her country's delegation in the United Nations, New York, listens as six Arab and Asian nations present a resolution before the Assembly calling for economic, military and financial sanctions against Israel.

THE LADY IS FOR BURNING : Flames play around the bound figure of Miss Jean Seberg during an unrehearsed incident which took place while Bernard Shaw's *St. Joan* was being filmed at Shepperton Studios, Middlesex. The American actress, who takes the part of St. Joan, suffered slight burns. The incident took place while the stake scene was being filmed and the set was full of extras taking part. Beneath the brushwood around the actress's feet had been placed cylinders of gas which would ignite as the "soldiers" applied their torches. The flames should have died down, but instead the gas flared out sharply and Miss Seberg was slightly burnt on her hands. Her hair was also singed. She was treated for burns in her dressing-room and was able to continue filming the next day. The film version of Shaw's *St. Joan* is being directed and produced by Otto Preminger. Among the cast are Richard Widmark, Richard Todd, Sir John Gielgud, Anton Walbrook, Felix Aylmer, Finley Currie and Bernard Miles. The film story, which largely takes place in France, is being shot in its entirety at Shepperton Studios. The set for the burning of St. Joan, which takes place at Rouen, had been constructed on Shepperton's Silent Stage, which is one of the largest in Europe.

An Actress Goes to the Stake

Miss Jean Seberg Receives Slight Burns While Filming Bernard Shaw's "St. Joan"

On right—

RESCUE IS AT HAND : An erstwhile "executioner" and a studio policeman clamber over the brushwood bundles to Miss Seberg's rescue after the flames had passed over her. The American actress, held firmly by the chains, covers her face against the heat. In the background the extras taking part in the stake scene watch the rescue while powerless to intervene. The incident happened with startling suddenness.

Building the Dunkirk Memorial

Work Progresses on the Shrine in France to be Unveiled by the Queen Mother in June

THE ROOF OF THE SHRINE AT DUNKIRK: A French workman is engaged in adjusting a stone on the roof of the Dunkirk Memorial. The Memorial, commemorating the fallen of the B.E.F., will be unveiled by the Queen Mother in June.

THE CENTRAL WINDOW TAKES SHAPE: A wooden frame supports the central window of engraved glass which measures 18 ft. by 9 ft. and has been designed by Mr. John Hutton.

IN MEMORY OF THE FALLEN OF TWO WORLD WARS: A memorial cross to the British dead of the 1914-18 War stands in front of the shrine of the new memorial which is being built at Dunkirk to commemorate nearly 4,700 soldiers of the British Expeditionary Force who fell in the campaigns in France and Belgium during 1939 and 1940. Queen Elizabeth the Queen Mother will unveil the memorial on June 29 this year. Designed by Philip Hepworth, the memorial adjoins the town cemetery of Dunkirk and is being built by the Imperial War Graves Commission. Eight hundred soldiers, sailors and airmen are already commemorated by individual headstones in the cemetery. The names of the 4,700 fallen of the B.E.F. who are to be commemorated by the new shrine will be engraved on a series of large plaques which will lie on either side of a wide avenue leading up to the shrine itself. At the entrance of the avenue are to be two columns bearing urns engraved in English and French with the following words: "Here beside the graves of their comrades are commemorated the soldiers of the British Expeditionary Force who fell in the campaign of 1939-1940 and who have no known grave." Many of these men lost their lives during the rearguard actions fought near the town of Dunkirk during the evacuation of the B.E.F. in 1940. Others were killed while forming up on the beaches to embark in the ships.

On left—

THE BROAD AVENUE LEADING TO THE CENTRAL SHRINE: French workmen lay paving stones for pathways. In the background is the Shrine covered with scaffolding as the building progresses. The brick structures on either side will hold commemorative plaques.

THE SENATE SQUARE, IN THE FINNISH CAPITAL : This vast open square is one of the finest in Helsinki. On the right is the Suurkirkko, or Great Church. The other sides of the square are flanked by the University of Helsinki and Government and Administrative offices. Senate Square is one of several attractive sights in this northern capital.

The Sphere of Travel

THE MAGIC OF FINLAND

Suggestions for a Holiday in this Northern Land of Lakes and Forests

By GORDON COOPER

TASTES differ, but as far as I am concerned, Finland is a truly magical country—a land of enchantment. It is not always easy to explain why certain corners of the earth are specially enticing, but in the case of Suomi—the native name for Finland—it comes, I think, from a combination of haunting scenery, a romantic historical background, and, not least, the character of a truly remarkable people.

Although Finland may seem on the map to be rather remote from Britain, yet by the direct Finnair service the journey between London and Helsinki takes less than eight hours. There are also several more leisurely ways of travel, including direct sailings from London and Hull, the voyage taking four to five days. It is even possible to travel almost all the way by train, but I found this method rather monotonous and tiring.

Internally, air travel is very popular, for distances are long, while air fares are most reasonable. Travel by train is generally rather leisurely but rewarding to the keen traveller, for apart from the interest of the scenery there is the friendly companionship of the passengers. There are also some comfortable night-sleeper services. On the lakes, there are well-found and speedy steamers linking the various ports, while modern motor-coaches bring the most distant spots in Finnish Lappland within access of the main centres.

Hotel accommodation is adequate, but rarely luxurious, while the tourist inns maintained by the Finnish Tourist Association are delightful places in which to stay. The cost of a holiday in Finland is in the moderate class, but the all-in price can be cut down if you take advantage of the tours offered by the travel agents in Britain who specialise in Finnish travel.

While the planning of a holiday in Finland must obviously be a matter of individual taste, my own advice would be to study first the tours offered by the travel agents listed at the end of this article; each one covers a different kind of holiday. Should none of these meet your needs, then consult the brochure issued by the Finland Travel Bureau, for it provides a wide range of tours. Finally, you can, of course, go on your own, more or less as I did on a recent visit, and come on no particular snags, despite the curiosities of the Finnish language.

The language, by the way, is utterly incomprehensible to the ordinary foreigner. Such signs as TYOVAENASIA-INVALIOKUNTA on the doors of conference rooms in the Parliament House, and MATKALAVARAVAKUUTUKSIA in the railway station of Helsinki, for instance, left me quite flabbergasted. You find, of course, people (especially students) who speak English—sometimes rather shyly—while the Finnish Tourist Association (its horrific Finnish title is Suomen Matkailjayhdistys) is as efficient and courteous a travel office as has ever come within my experience.

Helsinki is the essential starting-point for a brief account of the more important sights of Finland. I think that sightseeing in the capital is largely a matter of mood; but this is true for all interesting cities. I found unplanned sauntering, for instance, particularly rewarding. Time and again I found myself in the central Station Square, with its glowing rose-granite structure which is the main railway station, an architectural delight, with its two huge genii flanking the large, rounded entrance. These powerful granite figures hold luminous globes which light up their stony features in a most personal and effective way.

The boldly modern Diet House (Parliament House) is also of striking design, not to mention some statuary inside that is guaranteed to rouse the most sluggish vision. The massive National Museum shows Finland's progress in a graphic way since the Stone Age. The delightful Open-Air Museum, on Seurasaari Island, is a pleasure to the eyes and to the enquiring spirit. Loveliest of all, however, is the Senate Square, flanked by its Great Church, Helsinki University and Government and Municipal buildings, the whole forming, architecturally, a remarkably homogeneous and attractive sight. Nearby, is the Market Square, facing on to the waterfront and offering, in the mornings especially, an exciting scene of life and animation.

There 's much, much more to see and do. Look everywhere for striking statuary, usually undraped, such as the "Three Smiths" and the fountain of "Helsinki Rising from the Sea." Suomenlinna, a small island opposite the harbour, repays a visit. During the Crimean War a Franco-British fleet—Finland being then a Russian Grand Duchy—bombarded its fortifications, rather ineffectively. It now offers to the tourist an excellent restaurant. The Kestikartano Restaurant, near Station Square, is another place which should not be missed for at least one meal. It is a reproduction of an old Finnish farmhouse, and you are served by waitresses wearing national dress. The Fisherman's Cottage (Kalastajatorppa), four miles from the city centre, is another recommendation for an evening meal, with music, cabaret and dancing.

At Tapiola, on the outskirts of the city, an exciting new housing project is being carried out which puts the rest of Europe to shame. I think the same comparison might also be made in connection with Stockmann's a remarkable department store, where the display of ceramics and glassware is so fascinating that you will surely be tempted to buy. Another feature of this store is its Academic Bookstore, the largest in the world—it has over eleven miles of shelf space and a stock of about a million volumes in all kinds of languages. Considering that Finland's population is less than 5,000,000, this store of knowledge is impressive. Finally, a pleasant excursion (by steamer or bus) should be made to the charming old town of Porvoo, whose main attraction is the home of Runeberg, Finland's national poet.

Turku, Finland's oldest city, can be reached in 45 minutes by air from Helsinki, but it is also accessible by rail or by steamer through enchanting islands. Its thirteenth-century cathedral is the most important building of its kind in Finland, and the Mortuary Chapel (Chapel of the Resurrection) is considered by many to be the country's most beautiful building. Close to this city is Ariosto, a pleasant seaside resort, with a Tourist Association inn.

BLUE ARROW SERVICES

In conjunction with French Railways, Air Kruise Ltd. are operating weekly services this summer to the south of France, Grenoble, the Italian Riviera and Perpignan at keen prices. Known as the Blue Arrow Services, passengers are conveyed by express motor-coach from Victoria Coach Station to Lydd Airport. A three-hour flight terminates at Lyons, where the journey onwards is continued by express train.

In this way, the main resorts on the Cote d'Azur are reached the same night, San Remo and Alassio in the early hours of the next day. Perpignan is reached shortly before eight, and Grenoble by four in the afternoon. The return fares (no extras) range from £21 12s. to Perpignan to £24 6s. to Genoa. Particulars from your travel agent.

THE LAKES AT KOLI : This view across placid lakes is taken from the Travel Association inn at Koli. It is possible for tourists to join a seven-day cruise on the Saimaa water-system, starting from Kuopio, which includes a stop at this delightful spot. The entire water trip is some 800 miles long.

THE HOTEL AULANKO, HAMEENLINNA : The square block of this luxury hotel, run by the Government, can be seen in the left centre of the picture. The hotel, which is one of the finest in Finland, is easily accessible from Helsinki. It is also a very convenient starting-point for an excursion to Tampere, the "Finnish Manchester."

Also easily accessible from Helsinki is Hämeenlinna, near which is the Government-run luxury Hotel Aulanko. Here, in utmost comfort and delightful environment, I thrived on delicious reindeer steak, reindeer tongue, delicate cloudberries (a northern cousin of raspberries) with whipped cream, and rejoiced in sampling the celebrated Mesimarja liqueur, also made from cloudberries. From Aulanko, you can travel by river-craft to Tampere, the "Finnish Manchester," gaining an excellent impression of the Finnish landscape. Not least of the attractions of this resort for a holiday is the opportunity of taking a *sauna* (Finnish steam bath).

Outside the hotel's bath-house is a lake into which I plunged three or four times during my steaming. Late in a summer's evening, it gave me one of the greatest rewards in all my travels. A bluish-grey glimmer rose from the water, instilling the islands and the trees with a soft, inner glow. The water was perfectly still, reflecting the touches of cloud above and the ramrod-like golden firs on the stony shore.

For a seven-day cruise on the Saimaa Water-System, Kuopio is the starting point. During the 800-mile-long trip, you will land at places with scenery unrivalled elsewhere, as for instance Koli, where there is an excellent Travel Association inn, an ideal place in which to spend a few days. There is also the superb old fortress of Olavinlinna, built on a small rocky island near Savonlinna; it is the best preserved historical building in the Nordic countries.

THE HOME OF FINLAND'S NATIONAL POET : The charming little town of Porvoo is the birthplace of Runeberg, Finland's national poet. His name is one of the greatest in the Finnish literature of the middle of the nineteenth century. The little town, and its surroundings, can be reached either by bus or by steamer from Helsinki.

Finally, in this brief survey, I bring you to Finnish Lappland, where, from mid-May until mid-July, the sun never sets. This is the home of the colourful Lapps and millions of reindeer. Its vast, lonely spaces offer tremendous appeal to those who wish to escape for a time from the troublesome outside world. Right off the beaten track, this fascinating land, with its austere fells, is one of the most enchanting corners of Europe, possessing a fairylike magic of its own.

By air, you can fly from Helsinki to Rovaniemi (the "Gateway to Lappland") and to Ivalo, on Lake Inari. Rovaniemi, totally destroyed in the war but now rebuilt in uninteresting style, has the most hauntingly tragic war memorial I have ever seen. From this base, there are bus services running north to Pallastunturi (6 hrs.) and Kilpisjärvi (12 hrs.). Both places have good Tourist Association inns, with friendly atmosphere. They also, incidentally, sell spirits, which is not the case at hotels in Swedish and Norwegian Lappland. There is another Tourist Association inn at Inari, an hour's bus run from the airport at Ivalo, although you can, better still, cover the distance by water-coach on Lake Inari, a four-hour trip and a delightful one.

A holiday in Finland is something I feel sure you will enjoy and never forget. For myself, I eagerly await the time when I can return there. And although I have said nothing about the people, they are as fine a race as any in the world.

USEFUL ADDRESSES

Finnish Tourist Association, Mikonkatu 15*A, Helsinki.*
Finland Travel Bureau Ltd., 19, *P. Esplanaadikatu, Helsinki* (*also represented in Britain by Chas. Gee and Co. Ltd.*).
Chas. Gee and Co. (*Shipping Agents*) *Ltd.*, 48, *Fenchurch Street, E.C.*3.
Finnair, 121, *Ebury Street, S.W.*1.

TRAVEL AGENTS SPECIALISING IN FINNISH HOLIDAYS

*Thos. Cook and Son, Berkeley Street, W.*1.
The Wayfarers' Travel Agency Ltd., 20, *Russell Square, W.C.*1.
Lammin Tours Ltd., 67, *Blenheim Terrace, N.W.*8.
Bennett's Travel Bureau Ltd., 11, *Grand Buildings, Trafalgar Square, W.C.*2.
Recommended hotels in Helsinki : Vakuna, Palace.

NOTE : *A recommended book on present-day Finland is "Green, Gold and Granite," by Wendy Hill* (*Max Parrish*).

BEHIND THE IRON CURTAIN

News from the Communist Countries of Europe

On right—

A MURDER TRIAL IN HUNGARY : The well of the court in Budapest is seen during the opening of the trial of ten men and one woman on charges of murder, attempted murder, incitement and concealing arms. It was the first major public trial arising from the Hungarian freedom uprising of last November. At the extreme left of the front row is the accused woman, Ilona Toth, a medical student, aged twenty-five. She described to the court, which was presided over by a woman judge, how she had stabbed to death a suspected secret police agent because, she said, "I felt I had to kill him." Miss Toth stated that the man was brought into a Budapest hospital where she was in charge of tending people wounded during the uprising. She alleged that she drugged him and then stabbed him through the heart.

On left—**REPATRIATION OF HUNGARIAN REFUGEES : A crowd of Hungarians stands on the Yugoslav side of the border with Hungary waiting to return to their native country. They were some of a group of 459 refugees who, having fled into Yugoslavia, had decided to be repatriated. When they crossed the frontier into Hungary, they were driven away in buses. Originally there had been 460 refugees, most of them young men or women, who asked for repatriation. One man changed his mind on the way to the frontier.**

Above—**BULGARIAN VISITORS TO THE SOVIET UNION : At the airport in Moscow Mr. Anton Yugov, the Prime Minister of Bulgaria, replies to the welcome given him and his Government delegation on their arrival in the Soviet capital. Standing behind him are Marshal Bulganin (on left) and Mr. Khrushchev (on right). There were private talks in the Kremlin between the Bulgarians and members of the Soviet Government, and in speeches on public occasions both sides expressed their belief in Communist solidarity.**

THE NEW POLISH PARLIAMENT MEETS : In front from left are Mr. Cyrankiewicz, the Prime Minister of Poland ; Mr. Gomulka, Secretary-General of the Polish Communist Party ; and Mr. Zawadzki, Minister of Labour and Social Welfare. They were being sworn-in with the other deputies of the newly-elected Seym (Parliament) in Warsaw. *On right*—Dr. B. Drobner, the Marshal-Senior of the Chamber, declares the Parliament open. Under the Polish constitution the Seym must meet one month after a general election. In the polls of last January candidates approved by Mr. Gomulka and the Polish Communist Party were elected in an overwhelming majority.

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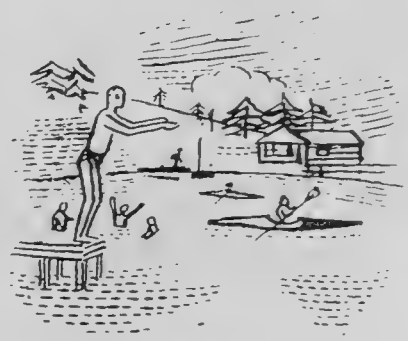

IN SUMMER

Whatever the season there is plenty of life in Finland. Fishing, swimming, canoeing and shooting the rapids are amongst the thousand attractions for the holiday maker in this colourful country of forests and lakes. The businessman can mix pleasure with business — it's easy in Finland where there is plenty of both.

FINNAIR AERO O/Y

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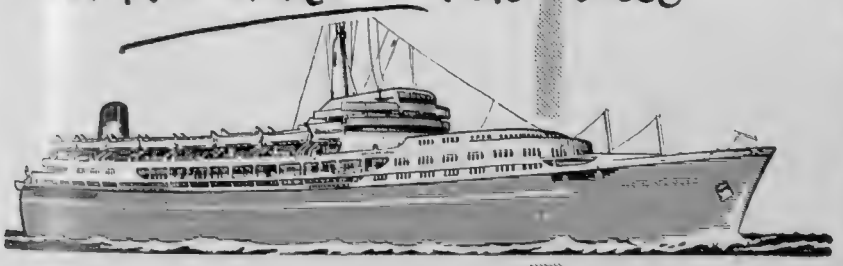

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The World of Books: By VERNON FANE

Dramatist and Artists

The Life of Freddy Lonsdale; Reminiscences of a Friend of French Painters; Mountaineering with a Sketch-book; Three New Novels

FREDDY LONSDALE was a dramatist. More than that, he was one of the leading dramatists of the 1920's and early 1930's. The construction of his plays was admirable: taut, exactly planned and with no line or situation that was not essential to the development of the plot. His dialogue was witty and his characters either endearing or exasperating; not so much lifelike as what the audience preferred to think of as lifelike. He was also a wit in his personal life, which was as disorganised, in spite of fame, fortune and some popularity, as a life could well be.

Mrs. Frances Donaldson has written her father's biography, and the simplest way of making clear the quality of the book is to say that no daughter (and I am thinking of one or two daughters of famous fathers now) ever wrote with more clarity, good sense, acuteness or affection about a parent. FREDDY LONSDALE (Heinemann. 21s.) is remarkable as a book on its own merits, as a revealing biography and an exercise in style and taste. It is also a picture of a very special era in the London theatre; a time when the actor-laddie had disappeared but the actor-manager, as it might be Gerald du Maurier, still throve and dazzled. It was also a time when Shakespeare's plays were not the big box-office news that they are to-day but when contemporary playwrights shared in the very evident glamour of the stage. Not necessarily a period to mourn, but an extraordinarily amusing and lively one for those who were directly concerned in it.

There are, of course, endless stories of Freddy Lonsdale's wit, and Mrs. Donaldson records some of them. I will only mention one of them. Lonsdale had quarrelled with a fellow-member of his club (he was not the most peaceable man in the world), but Seymour Hicks, another member who was also an old friend, persuaded him to shake the man's hand on the occasion of a New Year. Lonsdale went up to the man and duly greeted him. "I wish you a Happy New Year," he said. "But only one."

TWO FAMOUS BRITISH WRITERS FOR AMERICA: Sir Osbert Sitwell and his sister, Dame Edith, sit on board the liner *United States* at Southampton before sailing for New York. They are spending three months in America, during which they will carry out a poetry reading tour. At Southampton, Dame Edith said that she was looking forward to her five-day voyage, because it would mean she would "not be pestered by literary lunatics."

M. Michel Georges-Michel is an art critic. More important from the reader's point of view nowadays, he has also had the close friendship of some of the greatest of the painters and sculptors who have lived and worked in France in the past fifty years. FROM RENOIR TO PICASSO: *Artists I Have Known* (Gollancz. 21s.) is a volume full of treasures for anyone who is curious about the way in which artists work, get their inspiration, discipline themselves or live their more or less ordinary, domestic lives. I found it endlessly fascinating and very informative. Armed with this book and a fairly clear recollection of what the author says about his painter-friends and their canvases and sculpture, one would feel a match for the highest-browed of weekly columnists.

There are some magnificent and telling anecdotes, quite clearly chosen from an inexhaustible fund. Forain's bitter tongue, Derain the impassive, and witty Domergue are all in these pages among scores of others: Chagall with his extraordinary eyes, taciturn Rouault, Fujita, Matisse, Van Dongen, Dufy, and, of course, Picasso.

AN ARTIST AMONG THE MOUNTAINS (Robert Hale. 21s.) is concerned with painting and drawing, too, but with the emphasis on a very different life and a very special range of subjects. Mr. Victor Coverley-Price, whose work needs no introduction to SPHERE readers, has been in the Diplomatic Service and has also been—as he remains—a mountaineer. He is, however, a mountain climber with a difference, for on his expeditions in odd corners of the world he takes not only the essential equipment but invariably his sketch-book as well. His book of travel experiences, in Austria, in Mexico, in Wales, in the Amazonian jungle, in India or Hong Kong, is illustrated by thirty-three reproductions of his work selected from the many hundreds he has made in the past thirty years. A painter's life has its hazards and many of them are indicated in the last book, but Mr. Coverley-Price's chosen career seems to combine some of those most threatening to life and limb, and most taxing to the powers of concentration. For not even Utrillo or Bonnard had to face the prospect of painting a picture that would satisfy them after climbing several thousand perilous feet and being near-missed by an avalanche.

The rewards of a life like this are evident, but the rewards of a sea-going life, alone and in the most exquisite discomfort, must be rather more personal and private. Not one man in a million—and this is closer to a fact than a theory—would willingly sail a small yacht (30 ft. long, to be precise) across the Atlantic on his own. Mr. Ian Nicolson did just that a few years ago and has written the story of his voyage from Nova Scotia to Weymouth in SEA-SAINT (Peter Davies. 15s.). Comparatively speaking, the trip was uneventful, but then, what would be the standard of comparison? Mr. Nicolson writes with enthusiasm and common sense of his exploit, and one of the most interesting parts of his book deals with the actual building and fitting-out of the little ship, for both of which he was largely responsible. A practical account of a big adventure and good reading, especially from a steady armchair.

To a reader, variety, without any question, really is the spice of life, and this week's novels give it abundantly. First of all comes Mlle Simone de Beauvoir's immense novel, winner of the Prix Goncourt and the subject of much discussion in Paris a few years ago. THE MANDARINS (Collins. 18s.) is more than 700 pages long, and I thought when I first read it and now that I have re-read it in Mr. Leonard Friedman's translation, that there was not a page too much. Not that the book is free from imperfections. On the contrary, it has many, and one major drawback is that its subject, the problems of French intellectuals, the mandarins of the title, has by no means a universal appeal. But the author's particular talent is to rouse and sustain one's interests in each of her characters, even the most exasperating of them—and there are at least two whom I hope have no living counterparts. Their involved and closely-related stories are, nevertheless, quite absorbing. To sum up, a serious book but never a tedious one.

SO HELP ME GOD (Cassell. 16s.) takes its slightly melodramatic title from the oath sworn before giving testimony in court, and this novel by Mr. Felix Jackson is a story that leads up purposefully to the equivalent of a court scene. The climax is a Senate investigation and, in spite of the omnipresent television cameras, it is charged with solemnity since the matter at stake is a man's reputation and consequently his chances of getting a living. Mr. Jackson's hero—for he is that on an impressive scale—is a New York lawyer who, having seen what any brand of MacCarthyism and witch-hunting can do to a man, decides to expose the whole deadly progression of smear and slander by writing an anonymous letter accusing himself of Communist interests, and touching-off a major scandal in spite of his complete innocence. Very effective and rather alarming.

Mr. Max Catto writes about adventure in the African jungles in GOLD IN THE SKY (Heinemann. 16s.). The central characters are a far-from-absent-minded professor, his beautiful, geologist daughter, and an American man, unsuccessfully prospecting for uranium. A huge, four-engined aircraft develops engine trouble flying from Khartoum to Brazzaville and crash-lands in a Congo swamp, whence its crew and passengers are safely extracted and removed from the scene, leaving the odd little group to conceive the idea of dragging the aircraft out of the swamp, getting it through the tropical forest and towing it 600 miles down a river to sell in Tanganyika. What happens makes good reading, though Mr. Catto's grasp on the English language is inclined to slip a little, and I will not be spoil-sport enough to divulge what finally happens.

The Story of Mafeking

An Account of the Famous Boer War Siege

There are few drearier towns in the world than Mafeking. The chief seat of Government in the Bechuanaland Protectorate, dorp though it may be, enjoys an enduring fame, perhaps not because of its military importance during the South African War, but for the very reason that its name was the symbol of victory in that grim contest, the fires of which have not wholly died down even in our own generation. In BADEN POWELL AT MAFEKING (Bodley Head. 25s.) Duncan Grinnell-Milne has written a graphic account of the famous siege. Of its authenticity there is no doubt, for General Sir Alexander Godley, Baden Powell's right-hand man at the time, has written a foreword to the book and Olave, Lady Baden Powell, has also lent her invaluable assistance. Somehow or other the battle in Africa, the heroic defence, pales into insignificance beside London's reception of the news of Mafeking. That was the real Mafeking, the crowded streets from Piccadilly to Long Acre, the clamour, the songs, the cheers, the laughter, and the relief of anguished minds. There the story ends, as Londoners acclaimed brave men and famous regiments and a little town in the heart of Africa. There seemed no end to the singing and the rejoicing. The infection spread first to the suburbs, then to the provinces. It is hard to realise how much it meant to those who knew England and Africa at the turn of the century.

For 130 years the steam-engine has dominated the railway scene in Britain. It has been a notable era in the history of inland transport. The steam-locomotive, the one and only mechanical invention which has worked almost wholly for human good, has nearly completed its honourable course. One day, not so long distant, the last of the old-timers will no doubt be taken from its shed and, garlanded and honoured, will make its final journey. In FAREWELL TO STEAM (Allen and Unwin. 12s. 6d.) Roger Lloyd marks the change to new methods. It is a brief but delightful monograph, full of regrets for the glorious past and full of promise for the future of railway travel.

According to Daniel Defoe in the eighteenth century, travellers in Great Britain before him "though they may have had a harvest, yet they have always either by necessity, ignorance or negligence passed over much, that others may come and glean after them by large handfuls." Harry Hopkins, in ENGLAND IS RICH (Harrap. 18s.), shows that in the mid-twentieth century there is still plenty of gleaning to be done. He describes several journeys, one up the middle of England through High Wycombe, Evesham, Birmingham, and the Potteries to Liverpool; one "round the top" by way of Lancashire and Cumberland to the Border; and another back down the Tyne to Newcastle, Jarrow and the textile valleys of the Pennines. The author has talked with many folk and has clearly enjoyed their company. His interviews with craftsmen, labourers, fishermen and other workers reveal a broad humanity and are a delightful feature of a most engaging book.

Welshmen, Irishmen and Scots have all played their part in making up the balance of Liverpool, and added to that it has long been a principal port for North America and the Commonwealth. Dr. George Chandler, Liverpool's City Librarian, tells the story of this great city and seaport in a new book sponsored by Liverpool City Council to celebrate the 750th anniversary of Liverpool's first Charter. It is extraordinary how rich and varied is the city's past, with successive kings, barons, and lords of the manor playing their part before the age of the sea captains and the industrialists. LIVERPOOL (Batsford. 35s.) is a wonderful social document, and its 500 pages and wealth of illustration do full justice to a glorious history.

Noel Barber, distinguished foreign correspondent of the *Daily Mail*, went through experiences in the recent battles in the streets of Budapest that one can best describe as belonging to the true tradition of his profession. Not since the Spanish Civil War have journalists dared so much to get the news to the free world. Mr. Barber's story of the fateful days in the Hungarian capital is breathlessly exciting and horribly revealing: he calls it A HANDFUL OF ASHES (Wingate. 12s. 6d.). Almost within minutes of arriving (he had lunched in London that very day) Mr. Barber found himself fighting the Russians behind a barricade of two toppled railway coaches with a handful of partisans. His picture of carnage and heroism has all the pace and power of a first-class film-script and is essentially moving because all that he writes is deeply felt.

Colonel A. N. W. Powell recalls the India of the days when British officers had wonderful opportunities for big game hunting. His CALL OF THE TIGER (Robert Hale. 18s.) is in the well-defined tradition of big game books.

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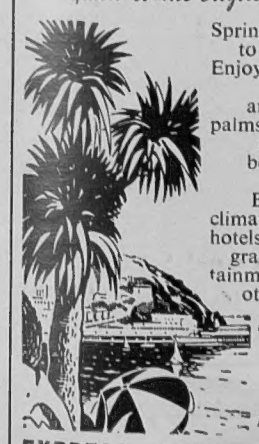

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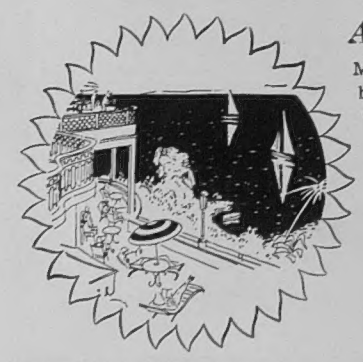

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THE ENGLISH HOTEL IN THE MEDITERRANEAN MANNER

AT THE WATER'S EDGE. I wrote on this subject last year, though, then, I tackled it from a young children and invalid-chair angle.

This year one can return to the subject afresh on the assumption that it may be some while yet before petrol can flow freely, so once having arrived at one's destination the tendency will be to park the car in the garage and "stay put."

Of course, there are plenty of places where one can journey to by train, and to ease week-end travel I hope those hotels who in previous years have worked on Saturday to Saturday for arrival and departure will this year allow for more elasticity, and so help to overcome the bottlenecks caused at week-ends. That many people are still determined to reach their holiday destination by car is evident, for I hear that the Isle of Wight car ferries are now completely booked at the week-ends for the peak of the summer-holiday season.

But to return to the subject, what a pleasant thought, however you may decide to travel, to, on arrival, don old clothes, swimsuit, and become as carefree as water babies.

Let us have a look at a cross-section of varying-sized first-class hotels at the water's edge. I have on several occasions recommended Cooden Beach Hotel, near Bexhill. Open all the year, you could go there to-morrow as confidently as in June, for it 's an hotel that is always in tune with the season. It 's warm and bright on the coldest and dullest day and cool and still colourful on those heat-wave days which are scheduled for 1957.

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Then for those who seek the entertainment of the town, Bexhill, Hastings, Eastbourne and Brighton can be reached by electric train or bus with the minimum of fatigue.

Doubtless there is some fickle weather ahead of us . . . so often the cause of illness. Forearmed is forewarned. It is better to ward off ills than have to recuperate from them. My prescription is telephone Cooden Beach 281 and let Mr. Bannister and his staff administer their soothing, pleasant antibiotic Cooden Beach Hotel "medicants."

The month of March is linked with the roaring of a lion, but not at St. Mawes, on the Roseland Peninsula, where the mild climate is more akin to the purr of a pussy.

It is a pity that the small luxury hotel Tresanton, at St. Mawes, does not reopen until March 22, though one can well understand that, unless the Tresanton directorate can rely on a reasonably "full house," the cost of maintaining the skilled staff they employ would be prohibitive.

But on March 22 the "curtain" will rise for the first night on the 1957 season, and soon after that, until well into October, they will be "playing" to capacity. I have been asked for some hotel in some other district like Tresanton, but the fact is that there is nothing else like it in design, decor or in directorate policy. Its position has been described as exotic. Consisting of two houses but a few steps from each other in a terraced garden, one has a dress-circle view through gently stirring palms over the sheltered waters of St. Mawes Bay. A few yards down the road are varying-sized craft bobbing at anchor. Around the corner are creeks and coves whose silvery sands await the holiday-maker at all seasons.

Though the tariff at Hotel Tresanton may be beyond the scope of many (weekly terms from 45s. a day), those who can may rest assured that beyond drinks the charges are all-inclusive and the comfort and cuisine is of the very highest order.

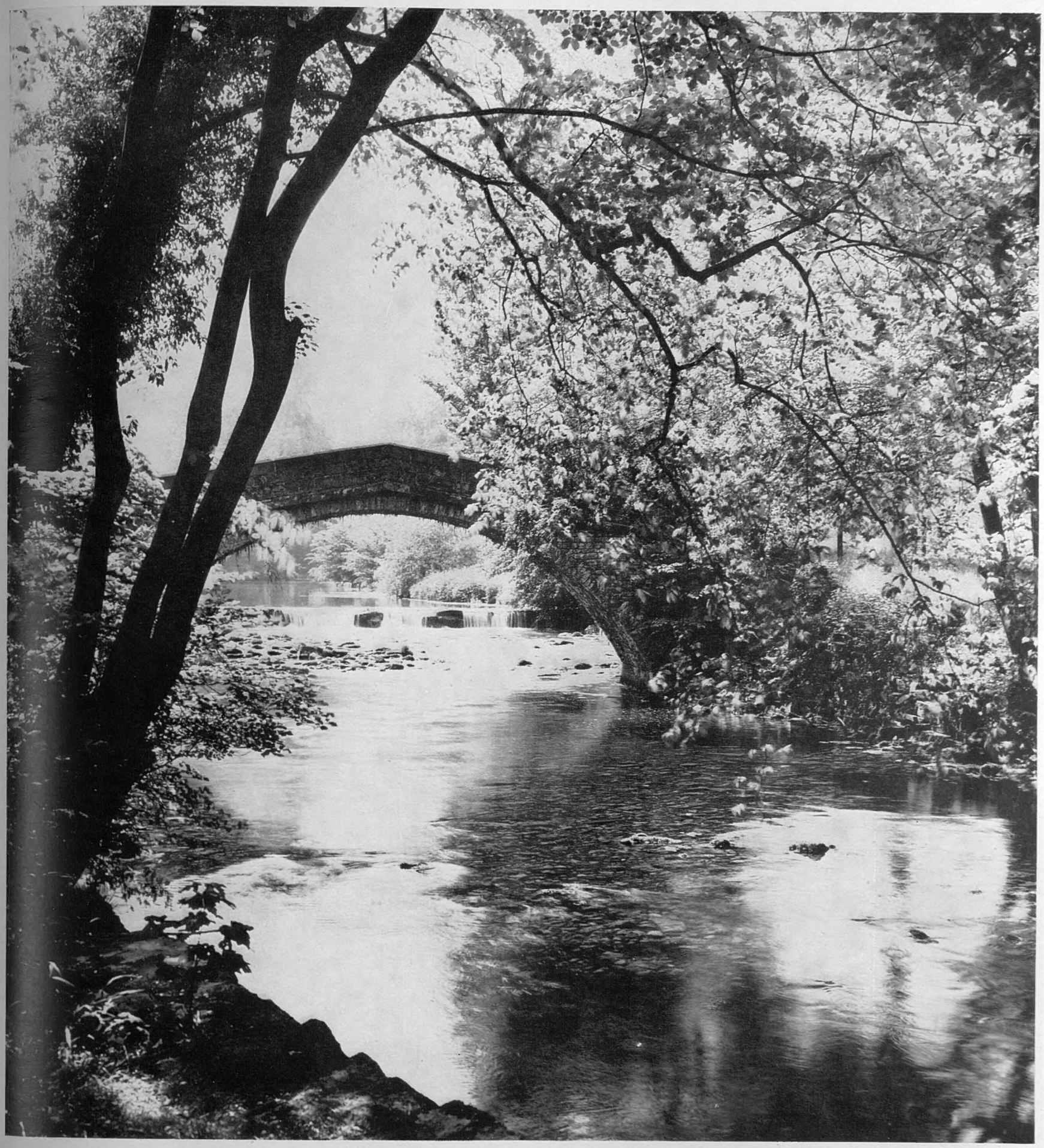
For a St. Mawes hotel, always open, The Rising Sun is the correct answer, where Mr. and Mrs. Campbell Marshall are the actively interested mine hosts. An old inn modernised, five of the fifteen rooms have private bathrooms. All rooms are tastefully decorated and furnished. The most effective taste emanates from the kitchens, for Mrs. Marshall is gifted with the ability to provide imaginative cooking and presentation (weekly terms are from 8 to 14 gns., according to room and season).

Not that this exhausts the possibilities of hotels at the water's edge in this delectable Roseland Peninsula of Southern Cornwall, for one can quickly call to mind a number of hotels where the sea is a sunny spectacle on drawing the bedroom curtains. Those in the know will strongly recommend that snug little hotel, The Lugger, at Portloe. Others will praise the virtues of The Nare Hotel at Veryan, where there are wonderful sands. The same remark applies to Pendower House, but a mile or so to the west.

How to reach these places? The nearest station is Truro, 18 miles away, and each of these hotels can make arrangements to meet you at the railhead. Those who wish to bring their cars to Southern Cornwall can, if they book early enough, take them over on the train car ferry to Par, near St. Austell, and then have about a 20-mile run.

At the water's edge. Alas, I have reached the foot of the page and there is no room to enlarge further upon this interesting subject.

But if you would like to know about hotels with intriguing titles, such as Tides Reach, Salcombe, Devon, where there is a light-hearted holiday atmosphere; The Lobster Pot, Mousehole, Cornwall, a quaint Cornish fishing village; Seagulls, Bigbury-on-Sea, Devon, where one can enjoy sailing, golf, etc.; The Seagull Hotel, Exmouth, Devon, which caters specially for children in their holiday season, and The White House Hotel, on Herm, one of the Channel Islands group, write to me for further details.



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